July 2013

New York State Enhanced Motor Vehicle Inspection/Maintenance (I/M) Program

2012 Annual Report

Division of Air Resources
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EXECUTIVE SUMMARY

The New York State Departments of Environmental Conservation (DEC) and Motor Vehicles (DMV) jointly administer New York State's motor vehicle Inspection and Maintenance (I/M) programs. This report reflects the Departments' coordinated efforts to fulfill federal I/M reporting requirements under 40 CFR Section 51.366 for Calendar Year 2012.

New York State commenced mandatory motor vehicle emissions inspection within the downstate New York Metropolitan Area (NYMA) in 1981. The 9-county NYMA includes New York City (Bronx, Kings, New York, Richmond, and Queens Counties), Long Island (Nassau and Suffolk Counties), Rockland County, and Westchester County. In 1998, in response to revisions to the federal I/M regulations, New York replaced the existing "idle test" program in NYMA with the New York Transient Emission Short Test ("NYTEST") program. The NYTEST I/M program, which included tailpipe emissions and gas cap pressure testing, ended on December 31, 2010. The Calendar Year 2012 Annual Report does not include any reporting related to the former NYTEST program.

New York State commenced mandatory onboard diagnostic (OBDII) inspections through the New York Vehicle Inspection Program ("NYVIP") beginning in 2004. Since May 2005, NYVIP has required statewide (62 counties) inspections at more than 9,000 licensed inspection stations. OBDII inspections are required for most model year 1996 and newer non-diesel light duty vehicles (LDVs) and light duty trucks (LDTs). Since July 2012, NYVIP has also required OBDII inspections for applicable diesel-powered LDVs and LDTs beginning with the 1997 model year.

During Calendar Year 2012, more than 4.96 million motor vehicles were registered within NYMA[1]. 3,685,571 NYMA vehicles (or 74.16% of the total registered) received a NYVIP emissions inspection. The majority of the emissions-tested vehicles (3,357,703 or 91.10%) received OBDII inspections.

During Calendar Year 2012, more than 5.21 million motor vehicles were registered in the 53-County "Upstate" I/M area[1]. 3,993,321 Upstate vehicles (or 76.63% of the total registered) received a NYVIP emissions inspection. The majority of the emissions-tested vehicles (3,639,721 or 91.15%) received OBDII inspections.

Pursuant to a Consent Order filed on September 6, 1977, all yellow medallion taxi cabs under the jurisdiction of the New York City Taxi and Limousine Commission (T&LC) are required to receive three emissions inspections per year. Beginning in December 2003, the T&LC commenced mandatory OBDII inspections at their centralized test-only Woodside (Queens) facility for their applicable taxi fleet. Beginning in 2010, additional "For-Hire" vehicles became subject to mandatory OBDII inspections at the Woodside facility. During Calendar Year 2012, T&LC completed 89,573 OBDII inspections (initial and re-inspections) for 38,600 distinct vehicles (27,594 LDVs and 11,006 LDTs).

New York State commenced mandatory, statewide OBDII inspections for light-duty diesel-powered vehicles (MY 1997 and newer) on July 1, 2012. See Appendix C for reporting specific to light duty diesel OBD inspections.

[1] The DMV registration database was screened to remove registration types (i.e., trailers, motorcycles, ATVs, boats, locomotives, etc.) not applicable to emissions inspection requirements. Additional discussion can be found within Sections 1.A and 1.B, and Appendices A and E.

I. INTRODUCTION

New York's I/M programs have been modified over time to reflect state and federal regulatory changes, most notably to implement new emissions test types. New York's enhanced I/M programs have been outlined within the following State Implementation Plan (SIP) revisions:

- "Enhanced Motor Vehicle Inspection/Maintenance Program (March 1996),"
- "New York Vehicle Inspection Program – NYVIP (March 2006)," and
- "New York Metropolitan Area Enhanced I/M Program (June 2009)."

These SIP revisions have been approved by EPA. Final approval of the June 2009 revision was noticed in the Federal Register on February 28, 2012.

The three components of New York's current I/M design are:

- A High-Enhanced I/M program, as defined by Section 51.351(f), in the New York Metropolitan Area (NYMA),
- An Ozone Transport Region (OTR) Low-Enhanced I/M program, as defined by Section 51.351(h), in the Upstate I/M Region ("Upstate"), and
- A New York City Taxi and Limousine Commission (T&LC) inspection program.

The federal annual reporting requirements for required I/M programs are found in 40 CFR Part 51 (Section 51.366). Unless otherwise noted, the applicable reporting period for the Calendar Year 2012 Annual Report is January 1, 2012 to December 31, 2012.

A. High-Enhanced I/M Program - NYMA

Following the adoption of the federal Clean Air Act Amendments of 1990, the 9-county NYMA and seven towns located in southern Orange County were designated as a severe non-attainment area for the one-hour ozone National Ambient Air Quality Standard (NAAQS). New York City, Nassau County, and Westchester County were also initially designated as a carbon monoxide (CO) non-attainment area, but were redesignated as a CO maintenance area in 2002.

On March 12, 2008, EPA significantly strengthened the NAAQS for ground-level ozone with changes intended to improve both public health protection and the protection of sensitive trees and plants. The 8-hour "primary" ozone standard was revised to a level of 0.075 parts per million (ppm) to protect public health. In April 2012, EPA designated the 9-county NYMA and Jamestown, NY (Chautauqua County) as marginal non-attainment areas for the primary eight-hr ozone NAAQS (http://www.epa.gov/ozonedesignations/2008standards/final/region2f.htm).

During Calendar Year 2012, the emissions testing components of a NYVIP inspection included:

1) Comprehensive anti-tampering (visual) inspections of emissions control devices ("ECD checks");
2) Gas cap presence check; and
3) An emissions test as determined by vehicle registration class, weight, fuel type, and model year:

   OBDII inspection: for model year 1996-2010, non-diesel, LDVs and LDTs; and for model year 1997-2010, diesel-powered, LDVs and LDTs

   Low Enhanced, for model years 1987 to 1995 LDVs and LDTs; and for non-diesel/non-electric model years 1987-2010 HDVs.

Based on a March 8, 2013 query, there were a total of 5,394,091 registrations within the 9 county NYMA. Certain registrations types (i.e., boats, motorcycles, ATVs, trailers, locomotives, etc.), however, are not applicable to emissions inspections. These registration types were removed from further consideration (4,969,525 NYMA motor vehicle registrations were retained).

During Calendar Year 2012, 3,685,571 distinct vehicles received an emissions inspection in NYMA. Of these, 3,357,703 distinct vehicles (1,922,292 LDVs, 1,435,411 LDTs) received at least one OBDII inspection. An additional 327,868 distinct vehicles (169,813 LDVs, 60,709 LDTs, and 97,346 HDVs) received at least one low enhanced inspection. These vehicle counts are based on "distinct" or "unique" vehicle identification numbers (VINs). There were a total of 3,820 public inspection stations in business in NYMA during CY 2012. See Tables II.B.1 and II.B.2 below for additional statistical summaries.

New York State also requires annual I/M inspections for heavy-duty diesel-fueled vehicles (HDDVs) registered within the 9-county NYMA. While this annual report does not include statistics for the HDDV I/M program, a program fact sheet can be found at: http://www.dec.ny.gov/regs/4254.html.

B. Low-Enhanced OTR I/M Program – Upstate I/M Area

Pursuant to the CAA I/M requirements for the ozone transport region (OTR, 42 USC §7511c), New York implemented a low-enhanced I/M program in the 53 "Upstate" counties in January 1998. This program was outlined in the "Enhanced Motor Vehicle Inspection/Maintenance Program (March 1996)" SIP revision.

Upstate OBDII testing through NYVIP commenced in September 2004, and was fully implemented by December 2004. When NYVIP expanded into NYMA in May 2005, NYVIP became a mandatory statewide I/M program. The components of an Upstate NYVIP emissions inspection during Calendar Year 2012 were:

1) Comprehensive anti-tampering (visual) inspections of emissions control devices ("ECD checks");
2) Gas cap presence check; and
3) An emissions test as determined by vehicle registration class, weight, fuel type, and age:

   OBDII inspection: for model year 1996-2010, non-diesel, LDVs and LDTs; and for model year 1997-2010, diesel-powered, LDVs and LDTs

   Low Enhanced, for model year 1987 to 1995 LDVs and LDTs; and model year 1987-2010 non-diesel/non-electric HDVs.

Based on a March 8, 2013 query, there were a total of 6,413,888 registrations within the 53-county Upstate I/M area. Certain registrations types (i.e., boats, motorcycles, ATVs, trailers, locomotives, etc.) are not applicable to emissions inspections. These registration types were removed from further consideration (5,210,924 Upstate motor vehicle registrations were retained).

During Calendar Year 2012, 3,993,321 distinct vehicles received an emissions inspection in the Upstate I/M area. Of these, 3,639,721 vehicles (1,937,369 LDVs, 1,702,352 LDTs) received at least one OBDII inspection. An additional 353,600 vehicles (122,321 LDVs, 94,349 LDTs, and 136,930 HDVs) received at least one low enhanced emissions inspection. Vehicle counts are based on "distinct" or "unique" vehicle identification numbers (VINs). There were a total of 6,467 inspection stations in business in the Upstate I/M area during CY 2012. See Tables II.B.1 and II.B.2 below for additional statistical summaries.

C. New York City T&LC OBDII Inspection Program

The New York City Taxi and Limousine Commission, under terms of a September 6, 1977 Consent Order between the City and other parties, requires emissions testing of the yellow medallion taxicab fleet on a three-times-per-year basis. In December 2003, the T&LC commenced safety/OBDII inspections using two lanes of an upgraded T&LC inspection facility. The facility was later expanded to six lanes in August 2004.

In 2010, the New York City Code was revised to require additional vehicles regulated by T&LC to receive OBDII inspections at the centralized test-only facility. These vehicles were previously required to receive three inspections per year at NYTEST or NYVIP stations. During a given 2-year period, these livery vehicles are now required to receive one of their six required inspections at the T&LC Woodside (Queens) facility. As a consequence, more OBDII inspections were completed at the T&LC.

The Departments have certified the T&LC OBDII inspection procedure. The T&LC OBDII inspection includes:

1) Comprehensive safety check on various components of the vehicle including headlights, suspension, side slip, and brake system;
2) Comprehensive anti-tampering (visual) inspections of emissions control devices ("ECD checks");
3) Gas cap presence check; and
4) OBDII inspection

During Calendar Year 2012, 38,600 TLC regulated vehicles (27,594 LDVs, 11,006 LDTs) received 62,623 initial OBDII inspections. Detailed statistics related to the T&LC inspection can be found in Appendix B (Table B-3-a-i to Table B-3-b-ii) and Appendix C (Table C-3-a-i to Table C-3-b-ii). During the course of any calendar year, new T&LC regulated vehicles are placed in service and existing vehicles retired from service. Therefore, not every applicable vehicle (based on distinct VIN) will receive three initial OBDII inspections.

Unlike NYVIP, the T&LC does not authorize emissions waivers (i.e., repair expenditure-based waiver) or a "new vehicle" exemption from the OBDII inspection requirements.

II. DATA ANALYSIS AND REPORTING

The collection of accurate and timely data is essential to the management, evaluation, and enforcement of an efficient I/M program. The NYMA high-enhanced I/M program has been collecting electronic emissions testing data since the onset of the NYTEST program in January 1998. The Upstate OTR low-enhanced I/M program has been collecting computerized vehicle and emissions test data since September 2004. The T&LC has provided DEC with all OBDII inspection data on a monthly basis since December 2003.

A. Computerized Network

The computerized network provides a means of communication between inspection stations, SGS TESTCOM, and DMV. SGS TESTCOM has been the NYVIP program manager since 2004, and their computerized network is used for both the NYMA and Upstate I/M areas. Real-time emissions inspection data is transmitted to SGS TESTCOM from the network's decentralized test-and-repair inspection stations. SGS TESTCOM then provides the data to DMV's mainframe computer. DEC also downloads vehicle inspection/emissions data from SGS TESTCOM on a weekly basis.

During Calendar Year 2012, a total of 3,820 inspection stations were located within NYMA, and 6,467 stations were located within the Upstate I/M area. Currently, there are about 9,000 public inspection stations licensed in New York State (see www.dmv.ny.gov/forms/ispcap.pdf).

DMV and DEC independently monitor NYVIP emissions inspection data for program evaluation and enforcement purposes. The computerized network has resulted in more effective enforcement which is further discussed within the Quality Assurance Report and Quality Control Report sections.

Under the terms of the NYVIP contract, SGS TESTCOM prepares monthly reports that include statistics related to transaction volume, system availability, average system response time, and the number and type of help desk calls. Monthly project management meetings were held with DMV, DEC, and SGS TESTCOM. During these meetings, network performance and efficiency-related issues are discussed. A summary of the NYVIP data management statistics during CY 2012 is contained in Table II.A.

Table II.A: Data Management System Statistics (Calendar Year 2012)

Category	System Statistics				
	January to March	April to June	July to September	October to December	Total
NYVIP Program (NYMA and UPSTATE)					
Transaction Volumes	5,000,759	5,965,652	5,838,041	4,944,489	21,748,941
Emissions Updates	2,406,003	2,988,885	2,909,897	2,452,095	10,756,880
Total Help Desk Calls	11,716	9,587	9,848	9,012	40,163
System Availability	100%	100%	100%	100%	100%
Average Response Time for Inquiry (seconds)*	0.89	1.04	0.88	0.93	0.93

* After modem link is established.

SysTech International is the program manager for the NYC T&LC OBDII inspection program. SysTech is required to transmit inspection data to DEC and DMV and to complete any revisions/updates to the T&LC inspection software. During Calendar Year 2012, SysTech provided the T&LC OBDII inspections to DEC on a monthly basis. SGS TESTCOM also provided a separate set of data (1 passing record for each subject vehicle) to DMV for registration-based enforcement.

B. Test Data Report

An overview of the NYVIP I/M program, by vehicle fuel type and I/M area, is provided below in Table II.B.1. The vehicle registration information was initially derived from a DMV registration database query completed on March 8, 2013. Registration and emissions test summaries are based on distinct VINs. Table II.B.1 does include T&LC data within the "NYMA" column.

As noted, 97.17% of the NYMA and 95.91% of the Upstate vehicles were gasoline-powered. Similarly, diesel-fueled vehicles represented 2.75% of the NYMA and 4.01% of the Upstate vehicle fleet, respectively. Only 0.08% of the NYMA and 0.08% of the Upstate vehicles, respectively, were powered with "Other" fuels. The "Other" fuels category includes compressed natural gas (CNG), propane, and electricity. Hybrid vehicle counts are included within the gasoline-fueled vehicle counts, but they have also listed in a separate row.

Table II.B.1: General Statistics on New York State I/M Areas (Calendar Year 2012)

Category	NYMA		UPSTATE	
	Count	% of Total	Count	% of Total
Number of Counties	9		53	
Number of Inspection Stations	3,820		6,467	
Number of Certified Inspectors	15,800		23,867	
Number of Registered Vehicles	4,969,525		5,210,924	
Gasoline Fueled	4,829,125	97.17	4,997,785	95.91
- LDVs & LDTs -	4,755,434	95.69	4,871,991	93.50
a. Pre-1987 Model Years	92,482	1.86	128,334	2.46
b. 1987-1995 Model Years	240,384	4.84	235,825	4.53
c. 1996-2010 Model Years	3,390,371	68.22	3,701,074	71.03
d. 2011+ Model Years	1,032,197	20.77	806,758	15.48
(Hybrids, included above)	*31,366*	*0.65*	*26,655*	*0.53*
- HDVs -	73,691	1.48	125,794	2.41
a. Pre-1987 Model Years	11,722	0.24	15,044	0.29
b. 1987-2010 Model Years	53,248	1.07	92,699	1.78
c. 2011+ Model Years	8,721	0.18	18,051	0.35
Diesel Fueled	136,598	2.75	209,124	4.01
- LDVs & LDTs -	39,396	0.79	51,922	1.00
- HDVs -	97,202	1.96	157,202	3.02
Other Fuels	3,802	0.077	4,015	0.077
- LDVs & LDTs -	3,279	0.066	3,475	0.067
- HDVs -	523	0.011	540	0.010

Table II.B.2 provides additional statistics for the NYMA, Upstate, and T&LC testing completed during Calendar Year 2012. The procedure used to report the "Unknown Final Outcome" is included with Appendix G.

Table II.B.2: Additional Statistics on New York State I/M Areas (Calendar Year 2012)

Category	NYMA		UPSTATE		TLC Taxis	
	Count	% of Total	Count	% of Total	Count	% of Total
Number of Registered Motor Vehicles	4,969,525		5,210,924		38,600	
Safety/Emission Tested Vehicles	3,685,571	74.16%	3,993,321	76.63%	38,600	100.00%
– Had OBDII Inspections –	3,357,703	91.10%	3,639,721	91.15%	38,600	100.00%
a. Failed OBDII Initial Test	203,591	6.06%	227,952	6.26%	6,513	16.87%
b. Waivers (% based on initial failures)[2]	2,013	0.99%	2,690	1.18%	N/A	N/A
c. Unknown Final Disposition	25,716	0.77%	19,306	0.53%	267	0.69%
– Had Low Enhanced Inspection –	327,868	8.90%	353,600	8.85%	N/A	N/A
a. Failed Initial Low Enhanced Test	318	0.10%	477	0.13%	N/A	N/A
b. Unknown Final Outcome	37	0.01%	98	0.03%	N/A	N/A

Additional Calendar Year 2012 summaries for New York State registration and emissions inspection data are provided in Appendices A, B, C, and D.

[2] These reported waiver rates based on unique VINs. When considering all inspections, the I/M Area waiver rates based on the total number of waivers and the number of initial OBD failures in NYMA and Upstate are 0 .97% and 1.15 %, respectively. See also Appendices B (Tables B-1-a-i, B -1-b-i, B-2-a-i, and B-2-b-i) and C (Tables C-1-a-I, C-1-b-I, C-2-a-I, and C-2-b-i))

1. Statewide, Onboard Diagnostic Inspections (NYVIP and T&LC)

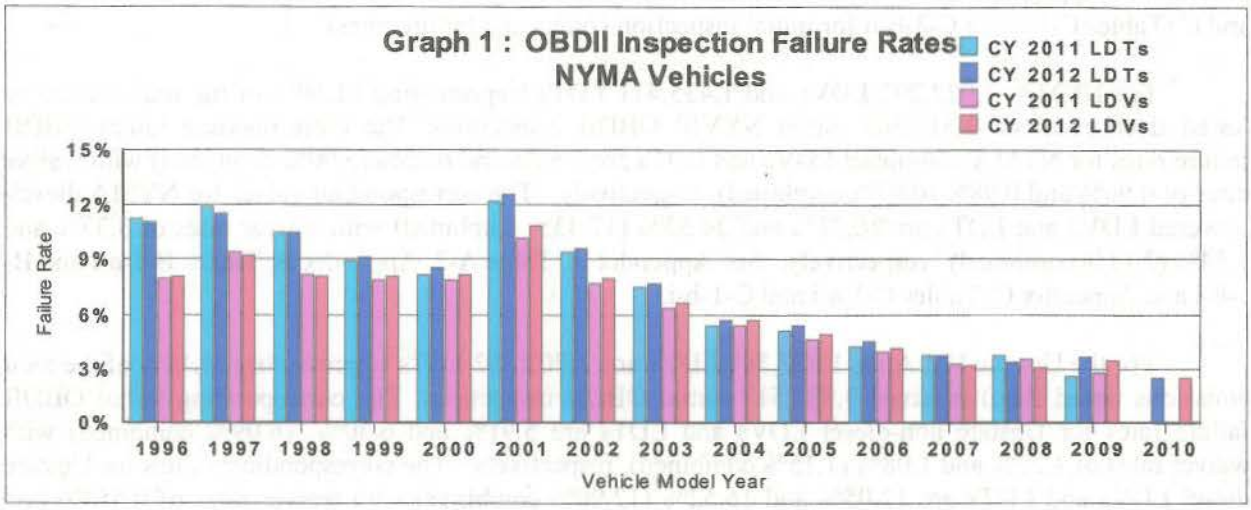
Detailed statistics for NYVIP (NYMA, Upstate) and NYC T&LC OBDII inspections are provided in Appendices A (Table A-2 for emission tested vehicle counts), B (Tables B-1-a-i to B-3-b-ii and C (Tables C-1-a-i to C-3-b-ii for initial inspection counts and failure rates).

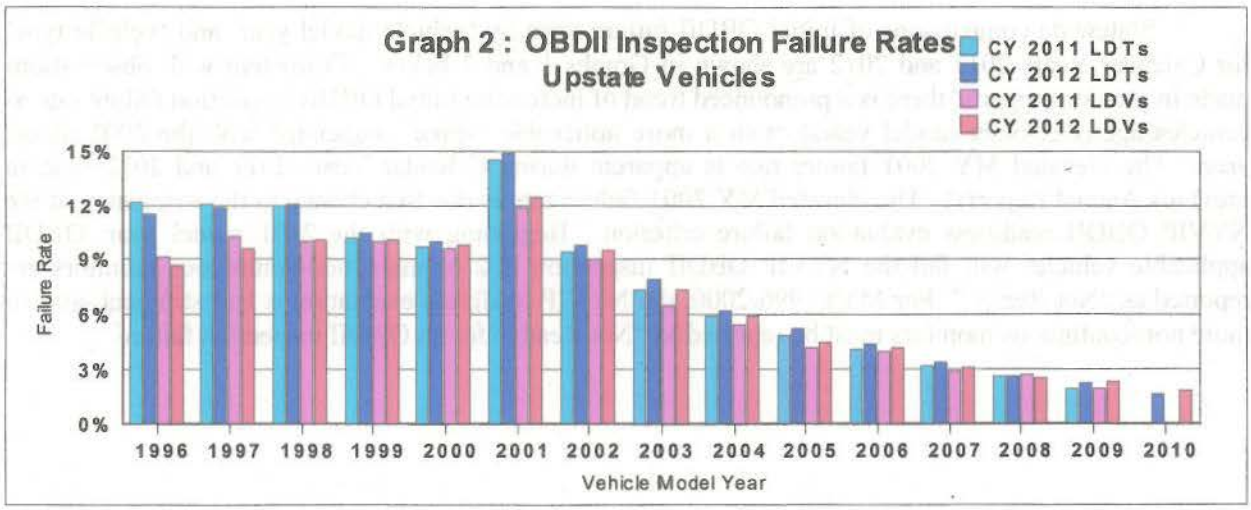
For NYMA, 1,922,292 LDVs and 1,435,411 LDTs (representing 91.10% of the total emissions tested fleet) received 3,519,305 initial NYVIP OBDII inspections. The corresponding initial OBDII failure rates for NYMA non-diesel LDVs and LDTs are 5.64% and 6.25% (5.90% combined) with waiver rates of 0.96% and 0.98% (0.97% combined), respectively. The corresponding values for NYMA diesel-powered LDVs and LDTs are 10.71% and 24.53% (17.43% combined) with waiver rates of 3.33% and 1.54% (2.11% combined)[3] respectively. See Appendix A, Table A-2, Appendix B, Tables B-1-a-i and B-1-b-i and Appendix C, Tables C-1-a-i and C-1-b-i.

For the Upstate I/M Area, 1,937,369 LDVs and 1,702,352 LDTs (representing 91.15% of the total emissions tested fleet) received 3,832,517 initial OBDII inspections. The corresponding initial OBDII failure rates for Upstate non-diesel LDVs and LDTs are 5.91% and 6.30% (6.09% combined) with waiver rates of 1.22% and 1.08% (1.15% combined), respectively. The corresponding values for Upstate diesel LDVs and LDTs are 12.05% and 16.52% (12.90% combined) with waiver rates of 0.558% and 0.581% (0.563% combined), respectively. See Appendix A, Table A-2, Appendix B, Tables B-2-a-i and B-2-b-i and Appendix C, Tables C-2-a-i and C-2-b-i.

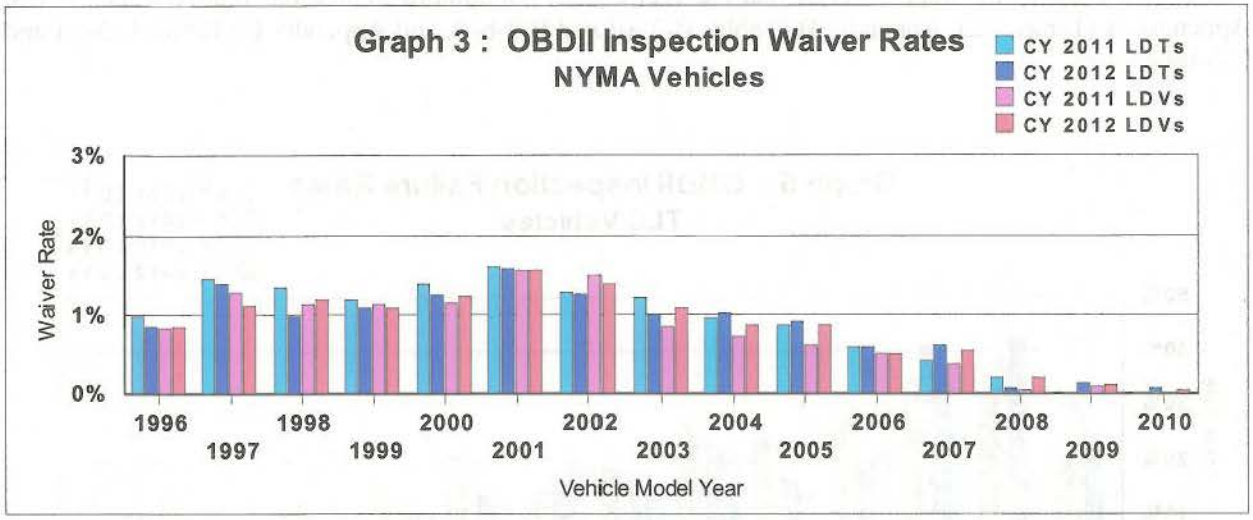
Statewide comparisons of initial OBDII failure rates by 'vehicle model year' and 'vehicle type' for Calendar Years 2011 and 2012 are shown in Graphs 1 and 2 below. Consistent with observations made in previous reports, there is a pronounced trend of increasing initial OBDII inspection failure rate as vehicles age (i.e., older model years), with a more noticeable "spike" associated with the 2001 model year. The elevated MY 2001 failure rate is apparent during Calendar Years 2011 and 2012 (and in previous Annual Reports). The elevated MY 2001 failure rate is due to a change in the stringency of the NYVIP OBDII readiness evaluation failure criterion. Beginning with the 2001 model year, OBDII applicable vehicles will fail the NYVIP OBDII inspection if 2 or more non-continuous monitors are reported as "Not Ready." For MYs 1996-2000, the NYVIP readiness evaluation is less stringent, as 3 or more non-continuous monitors must be reported as "Not Ready" for an OBDII inspection failure.

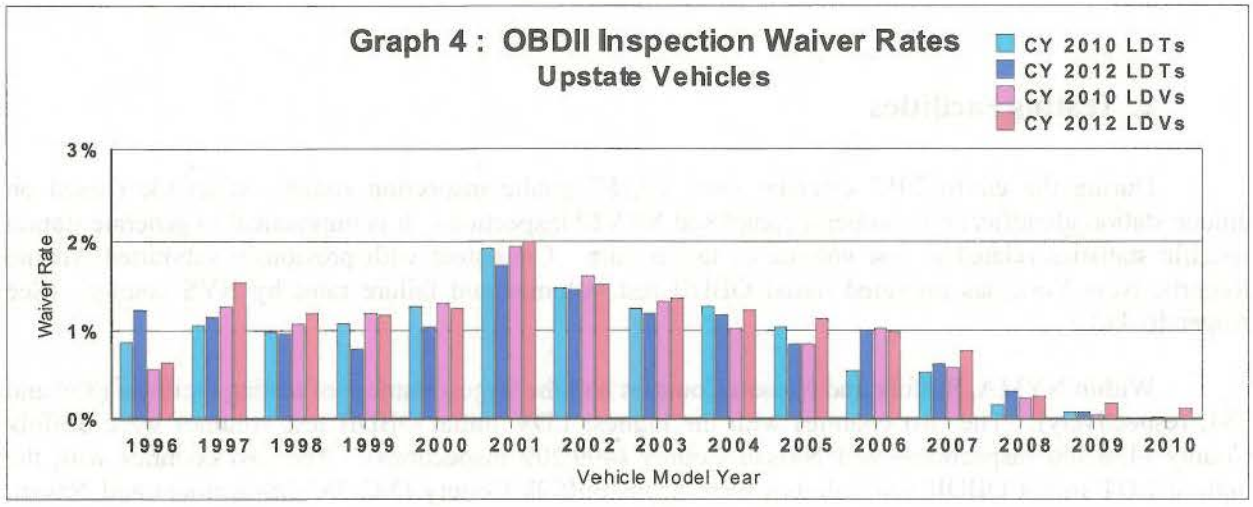
[3] During CY 2012, only 2 and 4 waivers were authorized for diesel vehicles in NYMA and Upstate, respectively.


Graph 1 : OBDII Inspection Failure Rates
NYMA Vehicles
CY 2011 LDTs
CY 2012 LDTs
CY 2011 LDVs
CY 2012 LDVs
15%
12%
9%
6%
3%
0%
Failure Rate
1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010
Vehicle Model Year


Graph 2 : OBDII Inspection Failure Rates
Upstate Vehicles
CY 2011 LDTs
CY 2012 LDTs
CY 2011 LDVs
CY 2012 LDVs
15%
12%
9%
6%
3%
0%
Failure Rate
1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010
Vehicle Model Year

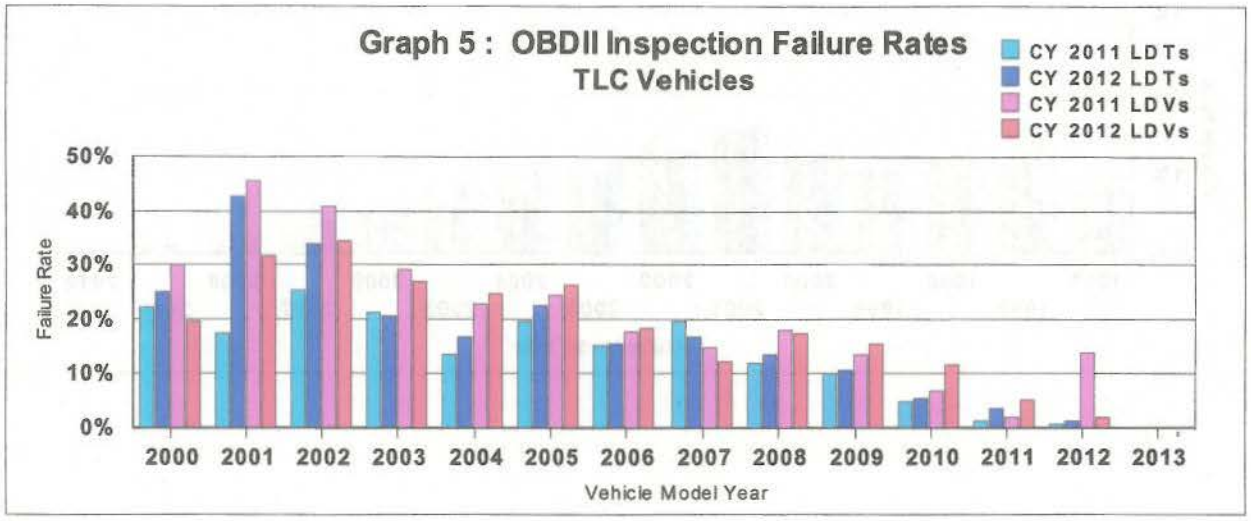
Statewide comparisons of NYVIP OBDII waiver rates by 'vehicle model year' and 'vehicle type' for Calendar Years 2011 and 2012 are shown below in Graphs 3 and 4. The overall waiver rates for NYMA and Upstate are comparable for CY 2011 and CY 2012. Model Year 2001 vehicles (LDVs, LDTs) displayed the highest waiver rate for both I/M areas in both CY 2011 and CY 2012.





During Calendar Year 2012, the T&LC fleet completed 62,623 initial OBDII inspections on 27,594 distinct LDVs and 11,006 distinct LDTs. The corresponding initial OBDII failure rates for non-diesel LDVs and LDTs are 13.97% and 8.17%, respectively (12.00% combined). The corresponding values for diesel LDVs and LDTs are 21.62% and 17.86%, respectively (20.00% combined).

The T&LC provides all OBDII inspection records to DEC on a monthly basis, while a subset of "passing" inspection records is provided to DMV through the NYVIP program manager. Comparisons of T&LC OBDII inspection failure rates, by vehicle model year and vehicle type, for Calendar Years 2011 and 2012 are shown in Graph 5. Note that the T&LC does not authorize emissions related waivers. See Appendix A (Table A-2), Appendix B (Tables B-3-a-i and B-3-b-i), and Appendix C (Tables C-3-a-i and C-3-b-i).



2. Testing Facilities

During the entire 2012 calendar year, 10,287 public inspection stations statewide (based on unique station identification numbers) completed NYVIP inspections. It is impractical to generate station specific statistics related to test volume or failure rate. Consistent with previously submitted Annual Reports, New York has provided initial OBDII test volumes and failure rates by NYS county. (See Appendix D.)

Within NYMA, Suffolk and Nassau Counties had the largest number of testing facilities (839 and 784, respectively). The two counties with the highest LDV initial OBDII test volumes were Suffolk County (436,406 inspections) and Nassau County (409,209 inspections). The two counties with the highest LDT initial OBDII test volumes were again Suffolk County (342,763 inspections) and Nassau County (274,509 inspections). Kings County had the highest OBDII failure rates for both LDVs (6.97%) and LDTs (7.62%), while Bronx County had the second highest failure rates for LDVs (6.39%) and LDTs (7.10%).

Within the Upstate I/M Area, Erie County had the largest number of testing facilities (816 facilities), as well as the highest LDV (273,722 inspections) and LDT (218,901 inspections) initial test volumes. The three highest LDV OBDII inspection failure rates were noted in Hamilton (9.16%), Orleans (9.15%), and Franklin (8.72%) counties. The three highest LDT failure rates were also Franklin (9.18%), Sullivan (8.72%), and Orleans (8.63%) counties.

C. Quality Assurance Report

DMV continues to improve its quality assurance program. Case development and hearing testimony training for DMV enforcement personnel continues to be refined. DMV has increased the number of authorized users having access to inspection records and certificate information. Procedural improvements have led to a shorter time frame in imposing administrative stops on inspection stations for failure to comply with New York State regulations. The electronic case-tracking management tool named CAPTAIN has been fully functional since 2002.

1. NYMA

DMV enforcement efforts within NYMA program are summarized below in Table II.C.1. From a total of 3,820 NYMA inspection stations and 15,800 licensed inspectors, DMV conducted 5,399 overt audits, 556 covert audits, and 2 surveillance audits during Calendar Year 2012.

These audits combined with consumer complaints led to DMV administrative hearings resulting in 45 inspection station license revocations and 28 station license suspensions (total of 636 days) during Calendar Year 2012. Within Table II.C.1, the Mainframe Case row represents those totals by audit type that led to a hearing.

Additional penalties, revocations, and suspensions were also assessed against certified motor vehicle inspectors as the result of administrative hearings. For purposes of this report, inspector revocations and suspensions are not "counted" within Table II.C.1.

Table II.C.1
Statistics on NYSDMV Quality Assurance Program – NYMA
(Calendar Year 2012)

Category	Overt Audit	Covert Audit	Surveillance	Complaints	**TOTAL**
Total Cases:	5,399	556	2	71	6,028
No Action	4,073	303	0	25	4,401
Warnings Issued	1,103	189	0	33	1,325
Hearings Held	223	64	2	13	302
Hearing Results:					
Adjourned	2		2	0	4
No Action	0		0	1	1
Warning Issued	0		1	0	1
Revocation	39		1	5	45
Suspension	13		9	6	28
Civil Penalty (# of)	126		56	26	208
Mainframe Case	150		59	27	236
Civil Penalty Levied	$846,127		$58,940	$133,274	$1,038,341
Days Suspended	255		237	144	636

During Calendar Year 2012, DMV staff used 13 vehicles and 6 auditors for undercover covert audits in NYMA. Of the total of 556 covert audits, 90 audits involved setting vehicles to fail for a single component of the NYVIP OBDII inspection. The number of components set to fail included 80 for the OBDII monitor (readiness) evaluation, 23 for diagnostic trouble codes (DTCs), 7 for inoperative Malfunction Indicator light (MIL), and numerous safety inspection related failures. Of the total (556), 470 inspection stations completed an appropriate inspection, 62 inspection stations completed an inappropriate inspection (covert vehicle set to fail, but inspection passed), and 24 stations did not honor the reservation (appointment) for the inspection.

As reported in previously submitted Annual Reports, a more refined "Investigative Audit" (IA) began in 2008. An IA provides additional time for a detailed investigation of an inspection facility, and these are often triggered by NYVIP data analysis of completed inspections by DMV's Central Office (Albany) or one of the six DMV Regional Offices. Potential data elements may include:

- High waiver rate;
- Certified inspector date/time overlaps at different facilities;
- Mismatch of OBDII VIN and DMV registration VIN;
- Suspect electronic signature (E-signature) for the vehicle of record;
- Variations in OBDII monitor support status;
- Inconsistent vehicle E-signature inspection history; and
- Inspection sticker misuse/accountability.

During Calendar Year 2012, 941 IAs were conducted within NYMA. The IA results are included within the Table II.C.1 Overt Audit data.

Consumer complaints can also initiate enforcement action. There were a total of 71 NYMA consumer complaints resulting in 5 station license revocations and 6 inspection station suspensions (144 days) during CY 2012.

DMV's quality assurance program also applies "administrative stops" to prevent inspection stations from performing additional inspections until the station conforms to the requirements of the license or registration they hold. Typically, administrative stops are placed on the inspection station facility license following requests by DMV field staff. Administrative stops have been proven to be very effective in the NYVIP real-time data transmission environment. A total of 400 administrative stops were issued in NYMA during Calendar Year 2012. Table II.C.2 summarizes the statistics on administrative stops.

Table II.C.2: Statistics on NYSDMV Administrative Stops
(Calendar Year 2012)

Reason for Issuing an Administrative Stop	NYMA	Upstate
Transferred right to apply for public emission inspection station	80	61
Undeliverable returned mail	0	1
Out of Business	56	70
Clean Air Inspection Audit	42	7
Missing or inoperative equipment	123	119
Bad Checks	15	7
Management Review	11	22
Failure to Pay Civil Penalties	55	39
Failure to keep time payment agreement	6	3
Suspended Pending Hearing	12	0
TOTAL	400	329

2. Upstate Area

The results of various DMV compliance efforts for the Upstate I/M Area are summarized below in Table II.C.3. From a total of 6,467 Upstate Area inspection stations and 23,867 licensed inspectors, DMV conducted 2,456 overt audits and 490 covert audits during Calendar Year 2012. These audits and consumer complaints led to DMV administrative hearings resulting in 19 inspection station license revocations and 34 station license suspensions (total of 1,521 days) during Calendar Year 2012. Additional penalties, revocations, and suspensions applied to certified motor vehicle inspectors as the result of administrative hearings. Revocations and suspensions are not double counted for the station when the inspector is sanctioned.

Table II.C.3
Statistics on NYSDMV Quality Assurance Program – Upstate
(Calendar Year 2012)

Category	Overt Audit	Covert Audit	Surveillance	Complaints	Total
Total Cases:	2,456	490	0	138	3,084
Warnings Issued	515	133	0	75	723
Hearings Held	134	82	0	29	245
No Action	1,807	275	0	34	2,116
Hearing Results:					
Adjourned	0	0		0	0
No Action	1	0		0	1
Warning Issued	1	1		1	3
Revocation	6	6		7	19
Suspension	18	12		4	34
Civil Penalty (#)	124	48		21	193
Mainframe Case	137	59		26	222
Civil Penalty Levied	$82,025	$24,575		$14,450	$121,050
Restitution	$0	$0		$0	$0
Days Suspended	826	672		23	1,521

During Calendar Year 2012, DMV used 13 vehicles and 20 auditors for undercover (covert) audits in the Upstate I/M Area. Of a total of 490 covert audits, 266 audits involved setting a vehicle to fail for a single component of an OBDII emissions test. 6 additional covert audits had two component failures. The components set to fail included: 17 for MIL commanded on with diagnostic trouble codes (DTCs), 68 for failing the OBDII readiness evaluation, and numerous safety inspection related failures. Of the total (490), 329 inspection stations completed an appropriate inspection, 133 inspection stations completed an inappropriate inspection (i.e., covert vehicle set to fail, but inspection passed). Also, 28 inspection stations did not honor the reservation to conduct an official inspection.

During Calendar Year 2012, DMV staff completed 628 IAs in the Upstate I/M Area. The results are included within the Table II.C.3 Overt Audit data. As stated above, an IA provides additional time for the detailed investigation of an inspection facility and is often triggered by NYVIP data analysis completed by DMV's Central Office (Albany) or one of the six DMV Regional Offices.

Potential data elements may include:

- High waiver rate;
- Certified inspector date/time overlaps at different facilities;
- Mismatch of OBDII VIN and DMV registration VIN;
- Suspect electronic signature (E-signature) for the vehicle of record;
- Variations in OBDII monitor support status;
- Inconsistent vehicle E-signature history; and
- Inspection sticker misuse/accountability.

Consumer complaints can also initiate enforcement action. Based on a total of 138 consumer complaints from the Upstate I/M Area, 7 station licenses were revoked and 4 inspection stations were suspended for a total of 23 days.

Administrative stops were also applied Upstate to prevent inspection stations from performing any more inspections until the station conformed to the requirements of its license or registration. Typically, administrative stops are placed on the inspection station's facility license following requests by DMV field staff. As noted in Table II.C.2 above, 329 administrative stops were issued in the Upstate I/M Area during Calendar Year 2012.

D. Enforcement Program Report

New York utilizes both sticker-based and computer matching registration-based enforcement mechanisms. Inspection certificates or "stickers" are authorized by NYVIP when a vehicle passes the annual safety/emissions inspection. Sticker inventory is accounted for electronically by NYVIP. With these computerized systems, the number of stickers missing, stolen, or sold has decreased. During Calendar Year 2012, NYVIP issued 4,996,594 and 5,193,210 inspection stickers in NYMA and the Upstate I/M Area, respectively. These stickers represent emissions/safety (OBDII, low enhanced) and safety-only inspections.

To ensure that vehicles receive the appropriate inspection, vehicle information including VIN, registration expiration date, I/M area, vehicle weight, and fuel type are encoded into a DMV registration 2D bar code. The NYVIP inspection software uses this information to minimize inspector input when determining the appropriate inspection type. For example, when the DMV 2D barcode is scanned, the NYVIP software would decode the applicable model year and evaluate GVWR using the encoded vehicle identification number (VIN). The NYVIP inspection software determines whether the inspector is allowed to make changes.

DMV also monitors the issuance of traffic tickets by various law enforcement sources through state, county and local courts. There were 164,495 traffic tickets issued to motorists in 2012 for operating an uninspected vehicle pursuant to Vehicle and Traffic Law, Section 306(b). Of these tickets, 44,045 were issued in NYMA and 120,450 in the Upstate I/M Area.

1. Registration-Based Enforcement (RBE)

The NYS RBE program validates that a motorist has a valid inspection record on file within the previous 12 months when attempting to renew vehicle registrations. If a valid inspection record is not found, a warning is printed on the DMV registration renewal invitation. In the event that a motorist subsequently provides sufficient proof of inspection (i.e., valid sticker number, vehicle inspection receipt), the denial would be overridden and the registration would be renewed. DMV initially implemented RBE in NYMA during the NYTEST program in 2001. Statewide RBE enforcement commenced with the September 2007 registration renewals.

A summary of month-by-month RBE statistics is provided in Table II.D.1 below. Note that the number of April invitations is typically larger than the average monthly volume as all motorcycle and ATV renewals are mailed in April. Similarly, the number of December invitations is also large as all the trailer, ambulance, and livery invitations are mailed in December. In Calendar Year 2012, 5,796,954 registration renewal invitations were generated by DMV. Motorists were notified of the need for a completed emissions inspection in order to renew their registration. Of this total, 158,922 vehicle owners still attempted to renew their registration without proof of an emission test, and DMV denied these renewals.

Table II.D.1
Statistics on NYSDMV Registration Denial Enforcement Program
(Calendar Year 2012)

Month	NYMA			Upstate		
	Invitations	Denials	% Denied	Invitations	Denials	% Denied
January	205,475	8,415	4.10%	207,218	5,224	2.52%
February	217,365	9,210	4.24%	196,582	6,244	3.18%
March	271,872	8,838	3.25%	343,037	5,815	1.70%
April	272,608	7,762	2.85%	347,388	5,243	1.51%
May	252,903	9,158	3.62%	306,304	7,020	2.29%
June	232,155	7,235	3.12%	237,524	5,322	2.24%
July	225,559	8,034	3.56%	240,153	5,354	2.23%
August	234,127	9,881	4.22%	234,373	6,758	2.88%
September	211,747	6,523	3.08%	198,789	4,244	2.13%
October	190,485	6,963	3.66%	202,327	5,185	2.56%
November	210,343	6,370	3.03%	274,382	4,617	1.68%
December	209,359	5,890	2.81%	274,879	3,617	1.32%
TOTAL	2,733,998	94,279	3.45%	3,062,956	64,643	2.11%

2. Sticker Compliance Survey

DMV continued the long standing, quarterly sticker compliance survey and 10,144 sticker surveys were completed statewide during CY 2012. The survey resulted in a statewide compliance rate of 96.84%, which is consistent with past surveys. A summary of the Calendar Year 2012 Sticker Compliance Survey is included as Appendix H.

E. Program Changes & Issues Discovered During the Reporting Period

1. NYVIP Enforcement

NYMA Simulator Use

As previously reported, the Departments identified that electronic simulators were being used to fraudulently pass NYVIP OBDII inspections at 45 NYMA inspection stations during the period of March 2008 to July 2010. In addition to the initial criminal proceeding related to Mobile Diagnostics (Bronx), DMV and DEC have completed separate administrative enforcement actions.

To date (July 2013), DMV administrative hearings have resulted in 25 station revocations and 5 station suspensions. Several other stations did not renew their licenses upon expiration, while others are no longer in business. DEC has released its hearing findings related to 7 stations (AMI Auto Sales Corporation, Gurabo Auto Sales Corporation, LaDuena Auto Repair Corporation, Geo Auto Repairs, East Tremont Repair Corporation, Jerome Muffler Corporation, and Jerome Transmissions Corporation). The findings released during 2012 and 2013 can be viewed at:

http://www.dec.ny.gov/hearings/81009.html
http://www.dec.ny.gov/hearings/83142.html
http://www.dec.ny.gov/hearings/83896.html
http://www.dec.ny.gov/hearings/91520.html
http://www.dec.ny.gov/hearings/91275.html

DEC also entered into Orders of Consent with 17 stations. To date, total assessed penalties against these stations based on the combined Departments' administrative hearings and DEC Orders on Consent total $2,325,140.

The Departments have also enforced against station owners and certified inspectors. DMV actions have resulted in the revocation of 48 certified inspector licenses and the suspension of 5 other licenses. In addition, several different inspectors did not renew their license upon expiration. DMV and DEC administrative actions have resulted in assessed penalties against inspectors. These penalties are not included within the station penalties above.

On March 25, 2012, DEC issued a press release concerning the multi-agency efforts and a findings summary of the DEC AMI Auto Sales (Bronx) and Gurabo Auto Sales (Bronx) administrative hearings. On April 2, 2012, all NYVIP stations were sent NYVIP Station Message No.80 which included the DEC press release. The press release and NYVIP Station Message No. 80 are included in Appendix I.

NYMA Undercover Investigations

During December 2012 and February 2013, the New York State Office of the Attorney General, DMV, and DEC completed a multi-agency undercover operation targeting NYMA inspection stations suspected of performing fraudulent OBDII inspections. Following data analysis of completed OBDII inspections, DEC and DMV suspected that the identified stations were completing "clean scans." Clean scanning is a fraudulent practice where a substitute vehicle is inspected in order to pass an OBDII inspection instead of the vehicle of record. During these undercover efforts, several inspectors were observed clean scanning, while others inappropriately affixed a safety/emission certificate to uninspected undercover vehicles. A March 21, 2013 press release related to this 2-part effort is included in Appendix I. Additional arrests as a result of the 2012/2013 undercover effort are expected.

2. DMV Regulatory Changes, 15 NYCRR Part 79

With the proposed end of NYTEST, DMV anticipated a significant increase in the number of new applications for official public inspection stations. This anticipated increase would be more pronounced in NYMA as new stations located within these 9 counties would no longer be required to purchase and maintain NYTEST equipment after December 31, 2010. As noted in Section C, Quality Assurance Report, DMV is required complete inspection station audits, and an increase in the overall number of official public inspection stations could not be accomplished with current staffing. Effective July 13, 2011, revisions to Section 79.7 were adopted to allow the Commissioner of Motor Vehicles to limit the number of new official emission inspection stations licensed with in New York State. If the maximum number of such inspection stations is reached in any county, the DMV will place an application for an inspection station license on a waiting list. If the number of stations falls below the designated maximum in a given county, the applicant who has been on the list the longest will be considered for an inspection station license. DMV's fact sheet related to these changes can be found at: http://www.dmv.ny.gov/vs-ispcap.htm.

On March 28, 2012, DMV adopted changes to Section 79 to allow for statewide light-duty diesel (LDDV) OBDII inspections for MY 1997 and newer vehicles. The NYVIP inspection software was subsequently modified to require LDDV OBDII inspections beginning on July 1, 2012.

3. NYVIP2 Contractor Selection

SGS TESTCOM has been the statewide NYVIP I/M program manager since 2004. The current NYVIP contract with SGS TESTCOM will expire on November 30, 2013.

In August 2011, DMV informed potentially interested parties of New York's intent to complete the procurement for the next statewide I/M program ("NYVIP2"). A Request for Information (RFI) was developed which requested input from prospective vendors to assist in NYS' evaluation of potential options. After weighing the responses, DMV formally released the NYVIP2 Request for Proposals (RFP) on March 30, 2012.

On June 6, 2012, NYVIP Station Message No. 81 (Appendix J) was released informing inspection stations of the NYVIP2 procurement, and that new inspection equipment would be required for the next I/M program.

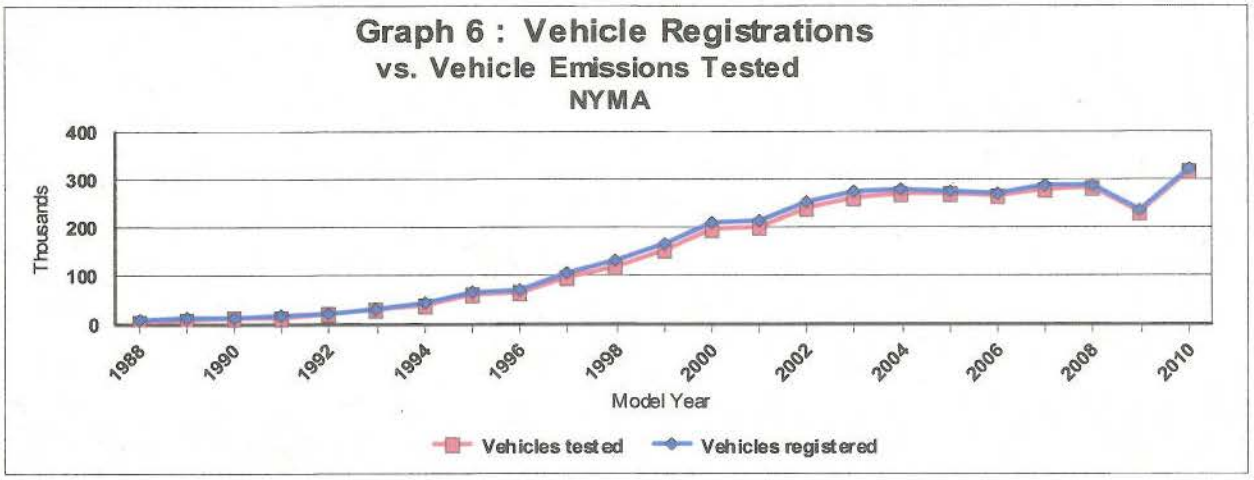
Five vendors submitted proposals in response to the NYVIP2 RFP. Following the review of proposals and subsequent approval by the NYS Office of the State Comptroller (OSC), the NYVIP2 contract was awarded to Systech International, LLC. On March 12, 2013, DMV notified the inspection stations of the NYVIP2 contract in NYVIP Station Message No. 93, also included in Appendix J.

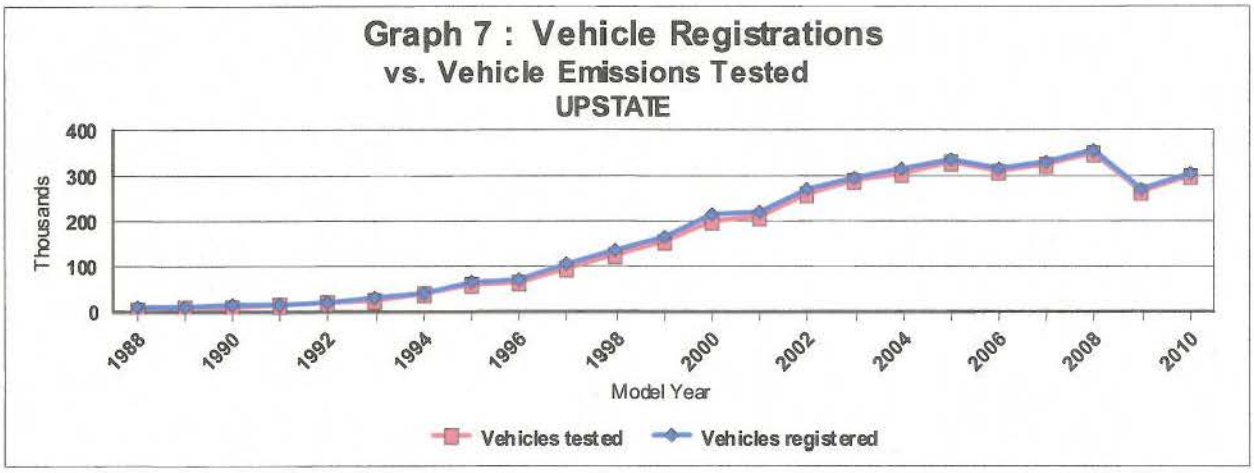
4. Light-duty Diesel Vehicle (LDDV) OBDII Readiness Issues

Mandatory, statewide light-duty diesel OBDII inspections through NYVIP commenced on July 1, 2012. Shortly afterwards, the Departments identified higher than anticipated overall OBDII failure rates (>10%) for certain MY 2010 LDDVs. A failure rate analysis attributed the elevated failure rate to the readiness evaluation portion of the OBDII inspection. The same issue was identified in other states. In response, EPA assembled a Workgroup consisting of EPA, States (MA, NY, NJ, UT, and CA), and industry representatives. The Workgroup's, "Best Practices for Addressing OBD Readiness in IM Testing of Diesel Vehicles Under 14,000 Pounds Gross Vehicle Weight Rating" was finalized on March 7, 2013. Several of the best practices would require revision to most states' current inspection software. NYS will evaluate these recommended practices during the development of the NYVIP2 inspection software. As an interim remedy, readiness evaluation allowances have been provided to certain MY 2010 and 2011 LDDVs through the current NYVIP exceptions file.

F. Vehicle Registrations vs. Emissions Tests, CY 2012

The Departments compared vehicle registrations to vehicles receiving an emission test for NYMA and the Upstate I/M area for Calendar Year 2012. The procedure used for this comparison is described further within Appendix E: "Procedure to Sort Registration File and Matching Emissions Inspections" and also refers to Appendix F: "Registration Type Codes." In summary, the NYMA and Upstate I/M areas were found to have a combined 96.20% compliance rate. Graphs 6 and 7 provide a comparison for NYMA and the Upstate I/M areas by model year.





III. CONCLUSIONS

During Calendar Year 2012, New York State maintained viable motor vehicle inspection and maintenance programs (NYVIP, NYC T&LC). DEC and DMV staff completed the necessary regulatory and programmatic changes to update the NYVIP I/M program to maximize its effectiveness through enhanced enforcement (data analysis, undercover operations) and focused quality assurance and quality control (waiver monitoring, station auditing) measures. The New York City T&LC OBDII inspection program continued to inspect its yellow medallion taxi cab fleet and applicable For-Hire vehicles at the Woodside (Queens) centralized test-only station. More importantly, these continuing efforts on the part of DEC, DMV, and NYC T&LC enable New York State to maintain conformance with its enhanced I/M SIP obligations and its intended goal of healthier, cleaner air for New York State.

Appendix A

Table A-1: Registered Vehicles* in New York State (Based on Distinct VINs)

(Based on Data Collected from 1/1/2012 to 12/31/2012)

New York Metropolitan Area (9 Counties)

Vehicle Model Year	Total Vehicles	MYR Distribution	Gasoline Powered** Light Duty	Gasoline Powered** Heavy Duty	Diesel Powered Light Duty	Diesel Powered Heavy Duty	Other Fuels*** Light Duty	Other Fuels*** Heavy Duty
Pre-1987	118,088	2.38%	92,482	11,722	8,333	5,449	75	27
1987	12,488	0.25%	10,364	760	324	1,039	1	0
1988	13,132	0.26%	11,037	907	156	1,032	0	0
1989	15,902	0.32%	13,906	716	192	1,086	2	0
1990	18,191	0.37%	16,072	729	210	1,179	1	0
1991	20,920	0.42%	18,981	477	274	1,180	7	1
1992	26,058	0.52%	24,371	415	271	997	4	0
1993	35,604	0.72%	33,541	475	405	1,180	2	1
1994	48,443	0.97%	45,434	739	434	1,826	10	0
1995	71,126	1.43%	66,678	1,075	643	2,710	19	1
1996	77,620	1.56%	74,040	801	579	2,191	9	0
1997	112,618	2.27%	107,385	1,557	850	2,813	13	0
1998	137,706	2.77%	133,134	1,176	715	2,646	31	4
1999	173,346	3.49%	165,310	2,264	1,229	4,485	53	5
2000	219,871	4.42%	210,129	3,040	1,194	5,455	49	4
2001	223,767	4.50%	215,070	2,987	1,080	4,560	66	4
2002	262,720	5.29%	253,411	3,339	1,425	4,365	176	4
2003	283,211	5.70%	272,684	4,088	1,511	4,713	118	97
2004	290,650	5.85%	278,598	4,378	1,401	6,134	131	8
2005	288,343	5.80%	275,939	4,169	1,749	6,334	144	8
2006	284,922	5.73%	269,273	5,750	2,163	7,510	215	11
2007	299,291	6.02%	286,591	3,704	1,097	7,512	362	25
2008	301,825	6.07%	289,431	4,829	1,427	5,745	327	66
2009	244,369	4.92%	236,420	2,393	1,669	3,074	764	49
2010	330,742	6.66%	322,956	2,480	1,951	3,085	193	77
2011	415,502	8.36%	405,333	3,726	3,134	3,138	133	38
2012	446,902	8.99%	434,738	4,101	3,811	3,852	347	53
2013	196,168	3.95%	192,126	894	1,169	1,912	27	40
Total	4,969,525	100.00%	4,755,434	73,691	39,396	97,202	3,279	523
% of Total			95.69%	1.48%	0.79%	1.96%	0.07%	0.01%

Upstate New York (53 Counties)

Vehicle Model Year	Total Vehicles	MYR Distribution	Gasoline Powered** Light Duty	Gasoline Powered** Heavy Duty	Diesel Powered Light Duty	Diesel Powered Heavy Duty	Other Fuels*** Light Duty	Other Fuels*** Heavy Duty
Pre-1987	162,296	3.11%	128,334	15,044	6,065	12,800	43	10
1987	14,361	0.28%	11,179	1,267	331	1,583	1	0
1988	16,643	0.32%	12,833	1,638	208	1,962	2	0
1989	18,210	0.35%	14,561	1,347	332	1,970	0	0
1990	19,492	0.37%	15,744	1,186	412	2,146	4	0
1991	20,742	0.40%	17,544	969	412	1,815	1	1
1992	25,623	0.49%	22,541	1,013	451	1,618	0	0
1993	34,721	0.67%	30,604	1,360	581	2,173	3	0
1994	50,214	0.96%	45,071	1,756	757	2,622	6	2
1995	72,744	1.40%	65,748	2,183	1,083	3,720	7	3
1996	77,654	1.49%	71,216	2,044	1,170	3,214	7	3
1997	115,436	2.22%	106,979	2,881	1,598	3,960	13	5
1998	142,957	2.74%	135,840	2,389	1,005	3,604	113	6
1999	180,460	3.46%	168,053	3,738	2,320	6,199	135	15
2000	227,542	4.37%	214,038	4,281	1,957	7,091	152	23
2001	234,738	4.50%	220,551	5,242	2,279	6,472	173	21
2002	282,373	5.42%	267,847	5,295	2,754	6,101	360	16
2003	312,317	5.99%	295,655	6,612	3,207	6,631	181	31
2004	330,276	6.34%	312,153	7,630	2,722	7,581	164	26
2005	355,953	6.83%	335,802	7,402	2,999	9,645	86	19
2006	338,292	6.49%	315,447	7,802	3,247	11,559	211	26
2007	351,605	6.75%	331,006	5,765	1,922	12,372	537	3
2008	373,819	7.17%	353,543	8,568	1,911	9,424	371	2
2009	282,226	5.42%	269,710	5,409	1,838	5,111	144	14
2010	315,488	6.05%	303,234	4,922	2,559	4,614	131	28
2011	361,785	6.94%	341,331	8,796	2,936	8,481	188	53
2012	371,261	7.12%	350,585	7,687	3,617	8,820	369	183
2013	121,696	2.34%	114,842	1,568	1,249	3,914	73	50
Total	5,210,924	100.00%	4,871,991	125,794	51,922	157,202	3,475	540
% of Total			93.50%	2.41%	1.00%	3.02%	0.07%	0.01%

* Excluding vehicle types exempted from DMV/DEC I/M Program. (trailers, ATVs, motor boats, motorcycles, and locomotives)

** Including Hybrid Vehicles.

*** Including CNG, Propane, Flex-Fueled, and Electric Vehicles.

Appendix A

Table A-2: Emissions Tested Vehicles in New York State (Based on Distinct VINs)

(Based on Data Collected from 1/1/2012 to 12/31/2012)

	NYMA							Upstate							TLC Taxi in New York City			
Model Year	Total Vehicles	MYR Distribution	OBD II Inspected		Low Enhanced Inspected Only			Total Vehicles	MYR Distribution	OBD II Inspected		Low Enhanced Inspected Only			Total Vehicles	MYR Distribution	OBD II Inspected	
			LDVs	LDTs	LDVs	LDTs	HDs			LDVs	LDTs	LDVs	LDTs	HDs			LDVs	LDTs
1988	10,054	0.27%			6,761	2,418	875	12,046	0.30%			5,540	4,812	1,694				
1989	13,154	0.36%			9,269	3,116	769	14,007	0.35%			6,811	5,687	1,509				
1990	16,179	0.44%			12,332	3,109	738	15,321	0.38%			8,293	5,828	1,200				
1991	19,434	0.53%			15,135	3,771	528	17,603	0.44%			10,591	6,129	883				
1992	25,632	0.70%			20,317	4,666	649	22,898	0.57%			13,542	8,198	1,158				
1993	35,361	0.96%			26,068	8,377	916	31,819	0.80%			17,725	12,578	1,516				
1994	48,294	1.31%			33,282	13,347	1,665	47,141	1.18%			23,516	21,315	2,310				
1995	71,143	1.93%			46,649	21,905	2,589	69,093	1.73%			36,303	29,802	2,988				
1996	72,813	1.98%	47,259	23,673			1,881	71,315	1.79%	38,614	30,086			2,615	2	0.005%	2	0
1997	105,105	2.85%	64,802	37,072			3,231	106,951	2.68%	56,658	45,858			4,435	5	0.013%	5	0
1998	130,698	3.55%	79,309	48,476			2,913	134,694	3.37%	71,455	60,676			2,563	29	0.075%	28	1
1999	162,883	4.42%	94,748	62,885			5,250	168,116	4.21%	90,655	71,560			5,901	103	0.267%	103	0
2000	207,087	5.62%	121,245	78,783			7,059	213,364	5.34%	116,253	90,226			6,885	175	0.453%	167	8
2001	210,667	5.72%	119,471	83,612			7,584	220,779	5.53%	121,142	90,321			9,316	307	0.795%	279	28
2002	250,705	6.80%	134,266	108,834			7,605	269,593	6.75%	139,357	119,976			10,260	338	0.876%	280	58
2003	272,153	7.38%	147,819	115,759			8,575	297,970	7.46%	149,744	136,080			12,146	2,597	6.728%	2,450	147
2004	279,144	7.57%	138,446	133,266			7,432	314,981	7.89%	147,598	154,500			12,883	2,368	6.135%	2,111	257
2005	277,428	7.53%	144,033	126,747			6,648	339,773	8.51%	162,530	166,360			10,883	2,538	6.575%	2,153	385
2006	273,129	7.41%	145,854	117,670			9,605	321,339	8.05%	157,719	152,035			11,585	2,654	6.876%	2,056	598
2007	292,809	7.94%	162,985	123,847			5,977	336,931	8.44%	174,487	153,934			8,510	3,745	9.702%	2,976	769
2008	295,938	8.03%	158,617	129,570			7,751	363,414	9.10%	182,286	168,922			12,206	4,339	11.241%	2,689	1,650
2009	256,206	6.95%	162,601	89,443			4,162	279,742	7.01%	166,470	105,800			7,472	4,625	11.982%	3,052	1,573
2010	359,555	9.76%	200,837	155,774			2,944	324,431	8.12%	162,401	156,018			6,012	4,021	10.417%	2,924	1,097
2011															6,957	18.023%	4,814	2,143
2012															3,672	9.513%	1,474	2,198
2013															125	0.324%	31	94
Total	3,685,571	100.00%	1,922,292	1,435,411	169,813	60,709	97,346	3,993,321	100.00%	1,937,369	1,702,352	122,321	94,349	136,930	38,600	100%	27,594	11,006
% of Total			52.16%	38.95%	4.61%	1.65%	2.64%			48.52%	42.63%	3.06%	2.36%	3.43%			71.49%	28.51%

Appendix B

Table B-1-a-i : Summary of NYMA OBD II Inspection Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	Passed OBD II Passed Gas Cap	Passed OBD II Failed Gas Cap	Failed OBDII Passed Gas Cap	Failed OBDII Failed Gas Cap	MIL Command On No DTC	MIL Command On With DTC	MIL Command Not On No DTC	MIL Command Not On With DTC	Rec'd Waiver	Waiver Rate
1996	48,474	44,542	3,932	8.11%	44,535	7	3,928	4	0	1,864	46,354	0	34	0.86%
1997	66,507	60,371	6,136	9.23%	60,349	21	6,135	1	0	2,227	64,024	0	69	1.12%
1998	81,346	74,754	6,592	8.10%	74,736	15	6,582	8	0	2,596	78,481	0	80	1.21%
1999	97,872	89,981	7,891	8.06%	89,955	26	7,886	3	0	2,855	94,657	0	87	1.10%
2000	125,038	114,858	10,180	8.14%	114,829	28	10,175	5	1	3,793	120,731	0	127	1.25%
2001	123,754	110,366	13,388	10.82%	110,340	25	13,382	6	1	3,320	120,000	0	210	1.57%
2002	138,682	127,674	11,008	7.94%	127,634	35	10,999	6	2	2,767	135,526	0	154	1.40%
2003	156,256	145,874	10,382	6.64%	145,836	36	10,371	9	0	2,628	153,265	0	115	1.11%
2004	146,359	138,035	8,324	5.69%	137,996	39	8,319	5	1	2,020	143,972	0	74	0.89%
2005	152,171	144,617	7,554	4.96%	144,582	33	7,546	8	0	1,703	150,085	0	65	0.86%
2006	154,205	147,774	6,431	4.17%	147,734	39	6,425	6	1	1,286	152,523	0	33	0.51%
2007	173,394	167,844	5,550	3.20%	167,802	42	5,549	1	3	894	171,942	0	31	0.56%
2008	167,147	161,964	5,183	3.10%	161,927	37	5,181	2	0	573	166,067	0	11	0.21%
2009	177,389	171,168	6,221	3.51%	171,103	55	6,218	2	0	408	176,283	0	7	0.11%
2010	215,320	209,896	5,424	2.52%	209,824	60	5,421	2	1	298	213,997	0	3	0.06%
Total	2,023,914	1,909,718	114,196	5.64%	1,909,182	498	114,117	68	10	29,232	1,987,907	0	1,100	0.96%

Appendix B

Table B-1-a-ii : Summary of NYMA OBD II Readiness Status Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Test	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	Catalyst Not Ready	%	O2 Sensor Not Ready	%	EGR Not Ready	%
1996	48,474	1	0.002%	0	0.000%	1	0.002%	16,716	34.512%	7,477	15.430%	6,732	15.749%
1997	66,507	0	0.000%	0	0.000%	0	0.000%	17,149	25.812%	7,309	10.994%	6,599	12.187%
1998	81,346	0	0.000%	0	0.000%	1	0.001%	15,853	19.506%	6,881	8.462%	5,767	9.672%
1999	97,872	108	0.110%	14	0.014%	75	0.077%	16,748	17.129%	7,229	7.390%	6,037	8.932%
2000	125,038	697	0.587%	66	0.056%	89	0.075%	21,135	16.917%	10,191	8.154%	5,531	6.808%
2001	123,754	303	0.245%	135	0.109%	541	0.438%	14,847	12.005%	7,721	6.244%	4,180	5.820%
2002	138,682	528	0.381%	119	0.086%	530	0.382%	12,029	8.681%	6,743	4.867%	2,815	4.304%
2003	156,256	687	0.440%	130	0.083%	837	0.536%	11,407	7.309%	6,117	3.920%	2,525	3.621%
2004	146,359	604	0.413%	39	0.027%	79	0.054%	8,700	5.950%	5,192	3.551%	1,998	2.981%
2005	152,171	280	0.184%	7	0.005%	24	0.016%	7,026	4.621%	5,041	3.316%	1,717	2.500%
2006	154,205	38	0.025%	4	0.003%	10	0.006%	5,823	3.779%	4,253	2.760%	1,363	2.267%
2007	173,394	17	0.010%	18	0.010%	17	0.010%	4,961	2.864%	3,792	2.190%	1,078	1.839%
2008	167,147	14	0.008%	14	0.008%	11	0.007%	5,255	3.147%	3,647	2.184%	989	1.765%
2009	177,389	6	0.003%	12	0.007%	16	0.009%	6,426	3.625%	4,545	2.564%	1,937	1.678%
2010	215,320	8	0.004%	13	0.006%	36	0.017%	4,722	2.195%	3,926	1.825%	1,713	0.849%
Total	2,023,914	3,291	0.163%	571	0.028%	2,267	0.112%	168,797	8.348%	90,064	4.454%	50,981	4.472%

Model Year	Total Initial Test	Evaporative Systems Not Ready	%	Heated Catalyst Not Ready	%	O2 Sensor Heater Not Ready	%	Secondary Air Injection Not Ready	%	Air Conditioning Not Ready	%
1996	48,474	6,185	28.666%	0	0.000%	2,486	5.725%	925	20.634%	0	0.000%
1997	66,507	11,628	26.682%	0	0.000%	3,712	5.595%	1,325	16.972%	0	0.000%
1998	81,346	18,340	23.473%	0	0.000%	3,785	4.662%	2,043	20.188%	0	0.000%
1999	97,872	20,255	21.219%	1	0.118%	3,078	3.151%	1,331	9.258%	0	0.000%
2000	125,038	25,027	20.474%	3	0.537%	4,085	3.289%	2,539	8.859%	0	0.000%
2001	123,754	19,939	16.392%	5	1.020%	3,552	2.891%	2,452	9.758%	0	0.000%
2002	138,682	18,042	13.168%	0	0.000%	2,904	2.127%	1,987	7.453%	0	0.000%
2003	156,256	22,007	14.227%	0	0.000%	2,807	1.840%	1,874	7.787%	0	0.000%
2004	146,359	17,299	11.901%	0	0.000%	2,063	1.439%	1,319	5.986%	0	0.000%
2005	152,171	15,320	10.122%	0	0.000%	1,716	1.334%	918	5.032%	0	0.000%
2006	154,205	13,516	8.809%	0	0.000%	1,383	1.073%	719	4.009%	0	0.000%
2007	173,394	10,132	5.862%	0	0.000%	1,196	0.751%	512	2.425%	0	0.000%
2008	167,147	8,507	5.102%	1	0.194%	813	0.488%	371	1.581%	1	0.196%
2009	177,389	8,935	5.045%	3	0.409%	855	0.482%	288	1.155%	0	0.000%
2010	215,320	6,629	3.083%	4	0.369%	826	0.384%	229	0.791%	0	0.000%
Total	2,023,914	221,761	11.336%	17	0.219%	35,261	1.814%	18,832	6.320%	1	0.012%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

Appendix B

Table B-1-b-i: Summary of NYMA OBD II Inspection Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Non Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	Passed OBD II: Passed Gas Cap	Passed OBD II: Failed Gas Cap	Failed OBDII: Passed Gas Cap	Failed OBDII: Failed Gas Cap	MIL Command On: No DTC	MIL Command On: With DTC	MIL Command Not On: No DTC	MIL Command Not On: With DTC	Rec'd Waiver	Waiver Rate
1996	24,249	21,578	2,671	11.01%	21,574	4	2,671	0	0	1,296	22,865	0	23	0.86%
1997	38,073	33,696	4,377	11.50%	33,684	11	4,375	2	0	1,842	36,077	0	61	1.39%
1998	49,777	44,574	5,203	10.45%	44,559	15	5,199	3	1	2,133	47,504	0	52	1.00%
1999	64,554	58,687	5,867	9.09%	58,674	12	5,863	4	3	2,165	62,180	0	65	1.11%
2000	80,926	74,030	6,896	8.52%	74,011	18	6,888	8	2	2,430	78,221	0	88	1.28%
2001	86,430	75,557	10,873	12.58%	75,543	14	10,867	6	0	2,902	83,261	0	173	1.59%
2002	112,149	101,419	10,730	9.57%	101,393	25	10,723	6	2	2,799	109,050	0	138	1.29%
2003	119,406	110,226	9,180	7.69%	110,199	27	9,175	5	5	2,253	116,788	0	92	1.00%
2004	137,570	129,719	7,851	5.71%	129,679	37	7,845	6	8	1,875	135,286	0	81	1.03%
2005	130,992	123,898	7,094	5.42%	123,858	38	7,090	4	4	1,396	129,245	0	65	0.92%
2006	121,886	116,381	5,505	4.52%	116,341	38	5,502	3	4	1,090	120,447	0	33	0.60%
2007	129,300	124,472	4,828	3.73%	124,442	28	4,824	3	3	755	128,211	0	30	0.62%
2008	136,478	131,802	4,676	3.43%	131,760	37	4,674	2	0	507	135,525	0	4	0.09%
2009	96,895	93,385	3,510	3.62%	93,348	33	3,507	2	2	258	96,288	0	5	0.14%
2010	166,161	162,007	4,154	2.50%	161,943	55	4,146	4	4	238	165,327	0	2	0.05%
Total	1,494,846	1,401,431	93,415	6.25%	1,401,008	392	93,349	58	38	23,939	1,466,275	0	912	0.98%

Appendix B

Table B-1-b-ii: Summary of NYMA OBD II Readiness Status Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Non Diesel Trucks

Model Year	Total Initial Test	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	Catalyst Not Ready	%	O2 Sensor Not Ready	%	EGR Not Ready	%
1996	24,249	0	0.000%	0	0.000%	0	0.000%	8,832	36.546%	2,187	9.022%	2,651	15.383%
1997	38,073	0	0.000%	0	0.000%	0	0.000%	13,937	36.730%	3,588	9.431%	3,352	12.386%
1998	49,777	0	0.000%	0	0.000%	0	0.000%	13,773	27.753%	3,718	7.470%	3,728	10.730%
1999	64,554	1	0.002%	0	0.000%	1	0.002%	13,842	21.504%	4,577	7.091%	3,985	9.082%
2000	80,926	5	0.006%	0	0.000%	6	0.008%	13,489	16.720%	5,703	7.050%	4,231	8.061%
2001	86,430	1	0.001%	1	0.001%	8	0.009%	11,573	13.426%	5,490	6.355%	3,763	7.894%
2002	112,149	1	0.001%	4	0.004%	21	0.019%	10,843	9.687%	5,821	5.192%	2,368	5.134%
2003	119,406	5	0.004%	15	0.013%	117	0.098%	8,849	7.436%	4,991	4.187%	1,678	3.659%
2004	137,570	42	0.031%	7	0.005%	18	0.013%	7,423	5.400%	4,779	3.476%	1,555	2.915%
2005	130,992	4	0.003%	4	0.003%	1	0.001%	6,960	5.315%	4,653	3.553%	1,580	2.869%
2006	121,886	4	0.003%	4	0.003%	2	0.002%	4,941	4.055%	3,677	3.018%	1,225	2.536%
2007	129,300	5	0.004%	5	0.004%	7	0.005%	3,862	2.988%	3,694	2.858%	1,115	2.003%
2008	136,478	2	0.001%	5	0.004%	2	0.001%	3,685	2.701%	3,385	2.481%	1,155	1.937%
2009	96,895	3	0.003%	1	0.001%	1	0.001%	2,964	3.060%	2,616	2.701%	1,014	1.645%
2010	166,161	1	0.001%	4	0.002%	76	0.046%	3,453	2.079%	3,931	2.366%	1,519	1.051%
Total	1,494,846	74	0.005%	50	0.003%	260	0.017%	128,426	8.603%	62,810	4.204%	34,919	4.402%

Model Year	Total Initial Test	Evaporative Systems Not Ready	%	Heated Catalyst Not Ready	%	O2 Sensor Heater Not Ready	%	Secondary Air Injection Not Ready	%	Air Conditioning Not Ready	%
1996	24,249	2,466	27.975%	0	0.000%	2,744	11.581%	180	20.157%	0	0.000%
1997	38,073	7,454	30.232%	0	0.000%	3,624	9.829%	7	2.349%	0	0.000%
1998	49,777	12,379	29.178%	0	0.000%	3,806	7.653%	111	9.512%	0	0.000%
1999	64,554	16,440	28.726%	0	0.000%	4,317	6.694%	615	16.835%	0	0.000%
2000	80,926	18,416	24.810%	0	0.000%	5,091	6.297%	1,153	15.681%	0	0.000%
2001	86,430	18,091	21.558%	0	0.000%	4,482	5.200%	1,027	14.256%	0	0.000%
2002	112,149	21,025	19.126%	0	0.000%	4,777	4.295%	561	9.444%	0	0.000%
2003	119,406	22,094	18.760%	0	0.000%	3,294	2.844%	284	5.530%	0	0.000%
2004	137,570	18,636	13.648%	0	0.000%	2,053	1.519%	543	6.110%	0	0.000%
2005	130,992	14,129	10.848%	0	0.000%	2,686	2.153%	456	4.628%	0	0.000%
2006	121,886	10,917	8.987%	0	0.000%	2,127	2.062%	369	3.143%	3	0.617%
2007	129,300	9,664	7.491%	0	0.000%	1,129	0.889%	176	1.863%	0	0.000%
2008	136,478	8,004	5.871%	0	0.000%	922	0.676%	116	1.140%	0	0.000%
2009	96,895	5,654	5.841%	8	2.122%	533	0.550%	49	0.758%	0	0.000%
2010	166,161	5,544	3.342%	15	2.168%	632	0.380%	108	0.774%	0	0.000%
Total	1,494,846	190,913	13.302%	23	0.463%	42,217	2.895%	5,755	5.633%	3	0.058%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

Appendix B

Table B-2-a-i: Summary of Upstate OBD II Inspection Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	Passed OBD II: Passed Gas Cap	Passed OBD II: Failed Gas Cap	Failed OBDII: Passed Gas Cap	Failed OBDII: Failed Gas Cap	MIL Command On: No DTC	MIL Command On: With DTC	MIL Command Not On: No DTC	MIL Command Not On: With DTC	Rec'd Waiver	Waiver Rate
1996	39,803	36,357	3,446	8.66%	36,347	10	3,445	1	2	1,523	38,098	0	22	0.64%
1997	58,456	52,834	5,622	9.62%	52,819	13	5,619	1	0	2,009	56,241	0	87	1.55%
1998	73,876	66,519	7,357	9.96%	66,490	19	7,344	5	0	2,462	71,181	0	87	1.18%
1999	93,996	84,534	9,462	10.07%	84,503	18	9,456	3	1	2,936	90,777	0	111	1.17%
2000	120,974	109,100	11,874	9.82%	109,078	15	11,864	8	1	3,586	116,923	0	149	1.25%
2001	126,746	110,968	15,778	12.45%	110,939	18	15,762	11	1	3,638	122,722	0	316	2.00%
2002	145,333	131,515	13,818	9.51%	131,463	16	13,800	13	0	3,139	141,853	0	210	1.52%
2003	155,782	144,411	11,371	7.30%	144,344	21	11,357	3	2	2,658	152,788	0	156	1.37%
2004	153,859	144,885	8,974	5.83%	144,855	20	8,967	6	1	2,037	151,445	0	110	1.23%
2005	169,356	161,782	7,574	4.47%	161,741	27	7,563	9	0	1,608	167,316	0	86	1.14%
2006	165,159	158,310	6,849	4.15%	158,260	29	6,839	9	0	1,427	163,299	0	68	0.99%
2007	183,636	178,013	5,623	3.06%	177,970	42	5,615	8	0	1,102	182,074	0	44	0.78%
2008	193,428	188,500	4,928	2.55%	188,471	27	4,926	2	0	724	192,202	0	13	0.26%
2009	178,995	174,808	4,187	2.34%	174,744	28	4,180	4	1	409	178,135	0	7	0.17%
2010	175,390	172,075	3,315	1.89%	172,005	26	3,306	2	0	188	174,681	0	4	0.12%
Total	2,034,789	1,914,611	120,178	5.91%	1,914,029	329	120,043	85	9	29,446	1,999,735	0	1,470	1.22%

Appendix B

Table B-2-a-ii: Summary of Upstate OBD II Readiness Status Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Test	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	Catalyst Not Ready	%	O2 Sensor Not Ready	%	EGR Not Ready	%
1996	39,803	0	0.000%	0	0.000%	0	0.000%	10,517	26.459%	6,218	15.639%	5,286	14.969%
1997	58,456	0	0.000%	0	0.000%	0	0.000%	11,372	19.502%	6,309	10.801%	5,242	10.479%
1998	73,876	1	0.001%	1	0.001%	0	0.000%	14,586	19.764%	6,715	9.096%	5,846	10.277%
1999	93,996	200	0.213%	28	0.030%	147	0.156%	16,606	17.690%	7,393	7.871%	6,365	9.804%
2000	120,974	450	0.419%	38	0.035%	59	0.055%	20,363	16.845%	9,768	8.079%	6,191	8.101%
2001	126,746	192	0.152%	118	0.093%	349	0.276%	15,190	11.994%	8,079	6.379%	4,929	6.237%
2002	145,333	416	0.286%	141	0.097%	449	0.309%	13,846	9.537%	7,440	5.125%	3,694	4.657%
2003	155,782	424	0.272%	199	0.128%	720	0.462%	10,764	6.922%	6,078	3.909%	2,763	3.456%
2004	153,859	463	0.301%	37	0.024%	70	0.046%	8,429	5.484%	5,086	3.309%	2,098	2.797%
2005	169,356	140	0.083%	2	0.001%	6	0.004%	6,426	3.798%	4,370	2.582%	1,716	1.987%
2006	165,159	18	0.011%	1	0.001%	1	0.001%	5,301	3.212%	3,876	2.348%	1,277	1.815%
2007	183,636	5	0.003%	0	0.000%	0	0.000%	4,094	2.230%	3,347	1.823%	944	1.422%
2008	193,428	0	0.000%	0	0.000%	0	0.000%	3,633	1.879%	3,167	1.638%	765	1.139%
2009	178,995	0	0.000%	1	0.001%	0	0.000%	3,033	1.695%	2,923	1.634%	1128	0.836%
2010	175,390	0	0.000%	3	0.002%	30	0.017%	2,092	1.193%	2,461	1.403%	1004	0.603%
Total	2,034,789	2,309	0.114%	569	0.028%	1,831	0.091%	146,252	7.193%	83,230	4.093%	49248	4.143%

Model Year	Total Initial Test	Evaporative Systems Not Ready	%	Heated Catalyst Not Ready	%	O2 Sensor Heater Not Ready	%	Secondary Air Injection Not Ready	%	Air Conditioning Not Ready	%
1996	39,803	4,046	32.293%	0	0.000%	2,259	6.037%	731	20.442%	0	0.000%
1997	58,456	12,456	35.236%	0	0.000%	4,513	7.740%	996	19.099%	0	0.000%
1998	73,876	22,488	31.555%	0	0.000%	5,193	7.038%	2,015	24.745%	0	0.000%
1999	93,996	29,136	31.413%	1	0.333%	4,873	5.191%	1,422	12.191%	0	0.000%
2000	120,974	34,838	29.163%	1	0.204%	6,608	5.486%	3,790	10.565%	0	0.000%
2001	126,746	29,041	22.957%	2	0.488%	5,129	4.065%	2,736	10.004%	0	0.000%
2002	145,333	26,767	18.461%	0	0.000%	4,103	2.903%	2,068	7.025%	0	0.000%
2003	155,782	22,885	14.727%	0	0.000%	3,452	2.339%	1,590	8.357%	0	0.000%
2004	153,859	17,303	11.263%	0	0.000%	2,693	1.803%	1,021	5.948%	0	0.000%
2005	169,356	14,515	8.581%	0	0.000%	2,325	1.543%	801	4.117%	0	0.000%
2006	165,159	14,520	8.801%	0	0.000%	1,877	1.305%	798	3.345%	1	0.102%
2007	183,636	12,023	6.551%	0	0.000%	1,734	1.017%	678	2.036%	0	0.000%
2008	193,428	9,637	4.984%	0	0.000%	1,293	0.669%	542	1.588%	0	0.000%
2009	178,995	7,467	4.175%	12	2.073%	949	0.531%	337	0.919%	0	0.000%
2010	175,390	5,046	2.880%	10	1.397%	900	0.513%	197	0.835%	0	0.000%
Total	2,034,789	262,168	13.262%	26	0.401%	47,901	2.443%	19,722	6.004%	1	0.015%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

Appendix B

Table B-2-b-i: Summary of Upstate OBD II Inspection Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Non Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	Passed OBD II: Passed Gas Cap	Passed OBD II: Failed Gas Cap	Failed OBDII: Passed Gas Cap	Failed OBDII: Failed Gas Cap	MIL Command On: No DTC	MIL Command On: With DTC	MIL Command Not On: No DTC	MIL Command Not On: With DTC	Rec'd Waiver	Waiver Rate
1996	30,983	27,418	3,565	11.51%	27,411	7	3,562	3	0	1,530	29,345	0	44	1.23%
1997	47,270	41,669	5,601	11.85%	41,658	8	5,596	4	0	2,066	45,081	0	65	1.16%
1998	62,746	55,147	7,599	12.11%	55,136	10	7,594	4	0	2,395	60,191	0	74	0.97%
1999	74,069	66,339	7,730	10.44%	66,323	12	7,727	3	5	2,245	71,606	0	62	0.80%
2000	93,595	84,232	9,363	10.00%	84,209	20	9,354	9	3	2,480	90,847	0	98	1.05%
2001	94,548	80,431	14,117	14.93%	80,413	14	14,110	7	0	2,771	91,488	0	244	1.73%
2002	125,121	112,824	12,297	9.83%	112,797	23	12,290	6	4	2,594	122,214	0	180	1.46%
2003	141,810	130,702	11,108	7.83%	130,685	15	11,101	6	19	2,244	139,197	0	132	1.19%
2004	161,071	151,177	9,894	6.14%	151,147	25	9,881	12	19	2,015	158,619	0	117	1.18%
2005	173,862	164,789	9,073	5.22%	164,752	26	9,065	5	9	1,665	171,776	0	78	0.86%
2006	159,589	152,703	6,886	4.31%	152,667	28	6,882	3	12	1,279	157,960	0	68	0.99%
2007	162,753	157,220	5,533	3.40%	157,195	21	5,532	1	5	998	161,416	0	34	0.61%
2008	180,293	175,605	4,688	2.60%	175,568	32	4,681	6	0	622	179,313	0	15	0.32%
2009	114,791	112,213	2,578	2.25%	112,177	25	2,572	3	0	266	114,283	0	2	0.08%
2010	169,722	166,889	2,833	1.67%	166,849	28	2,826	1	0	192	169,164	0	1	0.04%
Total	1,792,223	1,679,358	112,865	6.30%	1,678,987	294	112,773	73	76	25,362	1,762,500	0	1,214	1.08%

Appendix B

Table B-2-b-ii: Summary of Upstate OBD II Readiness Status Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Non Diesel Trucks

Model Year	Total Initial Test	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	Catalyst Not Ready	%	O2 Sensor Not Ready	%	EGR Not Ready	%
1996	30,983	0	0.000%	0	0.000%	0	0.000%	8,383	27.168%	3,117	10.068%	2,580	11.712%
1997	47,270	0	0.000%	0	0.000%	0	0.000%	12,996	27.591%	4,987	10.636%	3,890	11.640%
1998	62,746	0	0.000%	0	0.000%	0	0.000%	16,502	26.407%	5,445	8.680%	4,487	10.087%
1999	74,069	0	0.000%	0	0.000%	0	0.000%	15,197	20.580%	5,908	7.979%	4,230	8.763%
2000	93,595	0	0.000%	1	0.001%	1	0.001%	16,659	17.869%	7,073	7.561%	4,938	8.018%
2001	94,548	0	0.000%	0	0.000%	1	0.001%	12,735	13.493%	6,536	6.917%	4,007	6.827%
2002	125,121	0	0.000%	3	0.002%	9	0.007%	11,559	9.254%	6,393	5.111%	1,885	4.282%
2003	141,810	1	0.001%	22	0.016%	66	0.047%	10,107	7.165%	5,846	4.128%	1,331	2.963%
2004	161,071	12	0.007%	1	0.001%	3	0.002%	9,053	5.622%	5,338	3.315%	1,540	2.540%
2005	173,862	4	0.002%	3	0.002%	0	0.000%	8,273	4.759%	5,307	3.053%	1,688	2.110%
2006	159,589	7	0.004%	1	0.001%	3	0.002%	5,487	3.439%	4,011	2.514%	1,510	2.187%
2007	162,753	1	0.001%	1	0.001%	2	0.001%	4,173	2.564%	3,706	2.277%	1,470	2.000%
2008	180,293	0	0.000%	3	0.002%	1	0.001%	3,437	1.907%	3,136	1.740%	1,237	1.601%
2009	114,791	0	0.000%	2	0.002%	1	0.001%	1,810	1.577%	1,838	1.601%	750	1.034%
2010	169,722	1	0.001%	1	0.001%	119	0.070%	1,925	1.134%	2,583	1.522%	1,042	0.707%
Total	1,792,223	26	0.001%	38	0.002%	206	0.012%	138,296	7.727%	71,224	3.976%	36,585	3.901%

Model Year	Total Initial Test	Evaporative Systems Not Ready	%	Heated Catalyst Not Ready	%	O2 Sensor Heater Not Ready	%	Secondary Air Injection Not Ready	%	Air Conditioning Not Ready	%
1996	30,983	3,818	44.108%	0	0.000%	3,711	12.075%	595	22.555%	0	0.000%
1997	47,270	11,005	43.894%	0	0.000%	5,938	12.710%	6	3.681%	0	0.000%
1998	62,746	22,473	42.235%	0	0.000%	6,207	9.896%	48	11.456%	0	0.000%
1999	74,069	26,116	40.546%	0	0.000%	6,017	8.127%	1,222	22.158%	0	0.000%
2000	93,595	29,056	33.778%	0	0.000%	7,733	8.266%	2,884	20.257%	1	0.362%
2001	94,548	27,760	29.444%	0	0.000%	5,682	6.019%	2,811	21.718%	0	0.000%
2002	125,121	26,782	21.457%	0	0.000%	5,364	4.322%	859	12.865%	0	0.000%
2003	141,810	29,336	20.728%	0	0.000%	3,726	2.784%	96	4.170%	0	0.000%
2004	161,071	23,990	14.903%	0	0.000%	2,778	1.742%	618	6.154%	0	0.000%
2005	173,862	18,418	10.597%	0	0.000%	4,405	2.620%	762	6.209%	0	0.000%
2006	159,589	15,696	9.839%	0	0.000%	3,550	2.430%	380	2.917%	0	0.000%
2007	162,753	11,998	7.373%	0	0.000%	1,758	1.092%	226	1.653%	1	0.221%
2008	180,293	9,517	5.280%	0	0.000%	1,258	0.698%	143	0.901%	1	0.277%
2009	114,791	4,597	4.006%	4	1.465%	695	0.605%	42	0.699%	0	0.000%
2010	169,722	4,164	2.455%	11	2.412%	764	0.450%	53	0.658%	0	0.000%
Total	1,792,223	264,726	15.394%	15	0.334%	59,586	3.386%	10,745	8.677%	3	0.064%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

Appendix B

Table B-3-a-i: Summary of TLC Taxi OBD II Inspection Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	Passed OBD II: Passed Gas Cap	Passed OBD II: Failed Gas Cap	Failed OBDII: Passed Gas Cap	Failed OBDII: Failed Gas Cap	MIL Command On: No DTC	MIL Command On: With DTC	MIL Command Not On: No DTC	MIL Command Not On: With DTC
1996	2	2	0	0.00%	2	0	0	0	0	0	2	0
1997	5	4	1	20.00%	4	0	1	0	0	1	4	0
1998	29	25	4	13.79%	25	0	4	0	0	3	26	0
1999	103	83	20	19.42%	83	0	20	0	0	13	89	0
2000	168	135	33	19.64%	135	0	33	0	0	15	153	0
2001	283	193	90	31.80%	192	1	90	0	0	27	252	0
2002	283	185	98	34.63%	185	0	98	0	0	29	253	0
2003	2,497	1,822	675	27.03%	1,817	4	673	2	0	226	2,264	0
2004	2,153	1,621	532	24.71%	1,620	1	532	0	0	205	1,936	0
2005	2,217	1,633	584	26.34%	1,633	0	583	1	1	205	2,007	0
2006	2,155	1,759	396	18.38%	1,758	1	395	1	0	117	2,036	0
2007	3,161	2,769	392	12.40%	2,768	1	392	0	0	98	3,061	0
2008	4,890	4,041	849	17.36%	4,040	1	846	3	2	254	4,628	0
2009	5,578	4,723	855	15.33%	4,718	5	854	1	21	265	5,290	0
2010	5,717	5,059	658	11.51%	5,056	2	658	0	2	213	5,502	0
2011	10,190	9,641	549	5.39%	9,638	3	549	0	0	216	9,971	0
2012	1,862	1,826	36	1.93%	1,826	0	36	0	0	2	1,857	0
2013	31	31	0	0.00%	31	0	0	0	0	0	31	0
Total	41,324	35,552	5,772	13.97%	35,531	19	5,764	8	26	1,889	39,362	0

NOTE: Total Vehicles = Total Number of Initial Tests for the Year.

Appendix B

Table B-3-a-ii: Summary of TLC Taxi OBD II Readiness Status Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Test	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	Catalyst Not Ready	%	O2 Sensor Not Ready	%	EGR Not Ready	%
1996	2	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
1997	5	0	0.000%	0	0.000%	0	0.000%	2	40.000%	0	0.000%	0	0.000%
1998	29	0	0.000%	0	0.000%	0	0.000%	5	17.241%	2	6.897%	1	3.571%
1999	103	0	0.000%	0	0.000%	0	0.000%	11	10.680%	4	3.883%	1	0.971%
2000	168	0	0.000%	0	0.000%	0	0.000%	44	26.190%	15	8.929%	5	2.994%
2001	283	0	0.000%	0	0.000%	0	0.000%	66	23.322%	22	7.774%	16	5.694%
2002	283	0	0.000%	0	0.000%	0	0.000%	66	23.322%	21	7.420%	14	5.109%
2003	2,497	0	0.000%	0	0.000%	0	0.000%	488	19.543%	231	9.251%	67	2.710%
2004	2,153	0	0.000%	0	0.000%	0	0.000%	338	15.699%	172	7.989%	95	4.479%
2005	2,217	0	0.000%	0	0.000%	0	0.000%	436	19.666%	157	7.082%	83	3.850%
2006	2,155	0	0.000%	0	0.000%	0	0.000%	303	14.060%	124	5.754%	69	3.327%
2007	3,161	0	0.000%	0	0.000%	0	0.000%	320	10.127%	125	3.954%	65	2.451%
2008	4,890	0	0.000%	0	0.000%	0	0.000%	716	14.645%	275	5.625%	135	3.169%
2009	5,578	0	0.000%	0	0.000%	0	0.000%	679	12.173%	319	5.719%	130	3.507%
2010	5,717	0	0.000%	0	0.000%	0	0.000%	492	8.606%	203	3.551%	113	2.103%
2011	10,190	0	0.000%	0	0.000%	0	0.000%	379	3.719%	181	1.776%	107	1.057%
2012	1,862	0	0.000%	0	0.000%	2	0.107%	11	0.591%	16	0.859%	1	0.055%
2013	31	0	0.000%	0	0.000%	0	0.000%	1	3.226%	0	0.000%	0	0.000%
Total	41,324	0	0.000%	0	0.000%	2	0.005%	4,357	10.544%	1,867	4.518%	902	2.396%

Model Year	Total Initial Test	Evaporative Systems Not Ready	%	Heated Catalyst Not Ready	%	O2 Sensor Heater Not Ready	%	Secondary Air Injection Not Ready	%	Air Conditioning Not Ready	%
1996	2	1	100.000%	0		0	0.000%	0		0	
1997	5	1	20.000%	0		0	0.000%	0		0	
1998	29	23	79.310%	0		2	6.897%	0		0	
1999	103	66	64.078%	0	0.000%	4	3.883%	0	0.000%	0	0.000%
2000	168	135	80.357%	0	0.000%	14	8.333%	3	42.857%	0	0.000%
2001	283	210	74.205%	0	0.000%	22	7.774%	1	5.882%	0	0.000%
2002	283	181	63.958%	0	0.000%	19	6.714%	1	5.000%	0	0.000%
2003	2,497	1,808	72.407%	0	0.000%	234	9.371%	4	4.211%	0	0.000%
2004	2,153	1,442	66.976%	0	0.000%	173	8.043%	3	3.797%	0	0.000%
2005	2,217	1,298	58.548%	0	0.000%	150	6.862%	2	2.740%	0	0.000%
2006	2,155	1,120	52.117%	0	0.000%	116	5.459%	3	4.412%	0	0.000%
2007	3,161	756	23.932%	0	0.000%	110	3.604%	8	6.957%	0	0.000%
2008	4,890	2,594	53.058%	0	0.000%	238	4.869%	7	5.109%	0	0.000%
2009	5,578	2,652	47.544%	0	0.000%	206	3.694%	2	2.273%	0	0.000%
2010	5,717	2,330	40.756%	0	0.000%	148	2.589%	1	1.064%	0	0.000%
2011	10,190	2,561	25.137%	2	5.714%	144	1.413%	0	0.000%	0	0.000%
2012	1,862	106	5.705%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2013	31	3	9.677%	0		0	0.000%	0	0.000%	0	
Total	41,324	17,287	41.849%	2	0.386%	1,580	3.840%	35	3.792%	0	0.000%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

Appendix B

Table B-3-b-i: Summary of TLC Taxi OBD II Inspection Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Non Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	Passed OBD II: Passed Gas Cap	Passed OBD II: Failed Gas Cap	Failed OBDII: Passed Gas Cap	Failed OBDII: Failed Gas Cap	MIL Command On: No DTC	MIL Command On: With DTC	MIL Command Not On: No DTC	MIL Command Not On: With DTC
1996	0	0	0		0	0	0	0	0	0	0	0
1997	0	0	0		0	0	0	0	0	0	0	0
1998	1	0	1	100.00%	0	0	1	0	0	1	0	0
1999	0	0	0		0	0	0	0	0	0	0	0
2000	8	6	2	25.00%	6	0	2	0	0	2	6	0
2001	28	16	12	42.86%	16	0	12	0	0	3	25	0
2002	59	39	20	33.90%	39	0	20	0	0	9	50	0
2003	150	119	31	20.67%	119	0	31	0	0	7	143	0
2004	263	219	44	16.73%	219	0	44	0	0	12	251	0
2005	417	324	93	22.30%	324	0	93	0	0	19	397	0
2006	929	786	143	15.39%	785	0	143	0	0	29	900	0
2007	1,098	915	183	16.67%	914	1	183	0	0	63	1,035	0
2008	3,328	2,881	447	13.43%	2,879	2	446	1	0	171	3,153	0
2009	3,752	3,357	395	10.53%	3,337	19	387	8	9	156	3,587	0
2010	2,259	2,137	122	5.40%	2,131	6	122	0	0	43	2,215	0
2011	4,699	4,524	175	3.72%	4,520	4	175	0	1	50	4,647	0
2012	4,149	4,083	66	1.59%	4,082	1	66	0	0	16	4,132	0
2013	94	94	0	0.00%	94	0	0	0	0	0	94	0
Total	21,234	19,500	1,734	8.17%	19,465	33	1,725	9	10	581	20,635	0

Appendix B

Table B-3-b-ii: Summary of TLC Taxi OBD II Readiness Status Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Non Diesel Trucks

Model Year	Total Initial Test	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	Catalyst Not Ready	%	O2 Sensor Not Ready	%	EGR Not Ready	%
1996	0	0		0		0		0		0		0	
1997	0	0		0		0		0		0		0	
1998	1	0	0.000%	0	0.000%	0	0.000%	1	100.000%	1	100.000%	0	0.000%
1999	0	0		0		0		0		0		0	
2000	8	0	0.000%	0	0.000%	0	0.000%	2	25.000%	2	25.000%	2	40.000%
2001	28	0	0.000%	0	0.000%	0	0.000%	9	33.333%	2	7.407%	4	20.000%
2002	59	0	0.000%	0	0.000%	0	0.000%	7	12.069%	5	8.475%	0	0.000%
2003	150	0	0.000%	0	0.000%	0	0.000%	20	13.423%	7	4.698%	2	2.439%
2004	263	0	0.000%	0	0.000%	0	0.000%	29	11.027%	16	6.084%	5	3.546%
2005	417	0	0.000%	0	0.000%	0	0.000%	73	17.548%	41	9.856%	6	3.030%
2006	929	0	0.000%	0	0.000%	0	0.000%	83	8.944%	64	6.897%	7	3.911%
2007	1,098	0	0.000%	0	0.000%	0	0.000%	61	5.566%	67	6.113%	6	1.330%
2008	3,328	0	0.000%	0	0.000%	0	0.000%	249	7.493%	147	4.424%	52	2.512%
2009	3,752	0	0.000%	0	0.000%	0	0.000%	190	5.067%	222	5.920%	66	1.963%
2010	2,259	0	0.000%	0	0.000%	1	0.044%	50	2.213%	80	3.541%	16	0.779%
2011	4,699	0	0.000%	0	0.000%	0	0.000%	77	1.639%	107	2.277%	38	0.821%
2012	4,149	0	0.000%	0	0.000%	1	0.024%	27	0.651%	28	0.675%	18	0.434%
2013	94	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
Total	21,234	0	0.000%	0	0.000%	2	0.009%	878	4.138%	789	3.718%	222	1.271%

Model Year	Total Initial Test	Evaporative Systems Not Ready	%	Heated Catalyst Not Ready	%	O2 Sensor Heater Not Ready	%	Secondary Air Injection Not Ready	%	Air Conditioning Not Ready	%
1996	0	0		0		0		0		0	
1997	0	0		0		0		0		0	
1998	1	1	100.000%	0		0	0.000%	0		0	
1999	0	0		0		0		0		0	
2000	8	6	75.000%	0		1	12.500%	0		0	
2001	28	15	55.556%	0		5	18.519%	0	0.000%	0	
2002	59	33	56.897%	0	0.000%	10	17.241%	0	0.000%	0	0.000%
2003	150	86	57.718%	0	0.000%	9	6.081%	0	0.000%	0	0.000%
2004	263	125	47.529%	0	0.000%	6	2.362%	1	11.111%	0	0.000%
2005	417	160	38.462%	0	0.000%	18	4.663%	0	0.000%	0	0.000%
2006	929	467	50.323%	0	0.000%	7	2.602%	2	5.714%	0	0.000%
2007	1,098	518	47.263%	0	0.000%	60	5.505%	2	5.405%	0	0.000%
2008	3,328	1,498	45.080%	0	0.000%	72	2.167%	0	0.000%	0	0.000%
2009	3,752	2,167	57.802%	0	0.000%	199	5.307%	0	0.000%	0	0.000%
2010	2,259	800	35.430%	0	0.000%	53	2.346%	2	2.899%	0	0.000%
2011	4,699	1,200	25.597%	0	0.000%	82	1.745%	0	0.000%	0	0.000%
2012	4,149	456	11.012%	0	0.000%	19	0.458%	0	0.000%	0	0.000%
2013	94	12	12.766%	0		0	0.000%	0	0.000%	0	
Total	21,234	7,544	35.587%	0	0.000%	541	2.637%	7	1.872%	0	0.000%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

Appendix C

Table C-1-a-i : Summary of NYMA OBD II Inspection Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command On: No DTC	MIL Command On: With DTC	MIL Command Not On: No DTC	MIL Command Not On: With DTC	Rec'd Waiver	Waiver Rate
1997	6	3	3	50.00%	0	3	3	0	0	0.00%
1998	12	10	2	16.67%	0	2	10	0	0	0.00%
1999	13	11	2	15.38%	0	2	11	0	0	0.00%
2000	4	2	2	50.00%	0	2	2	0	0	0.00%
2001	3	3	0	0.00%	0	0	3	0	0	
2002	20	16	4	20.00%	0	3	16	0	0	0.00%
2003	17	15	2	11.76%	0	2	15	0	0	0.00%
2004	4	4	0	0.00%	0	0	4	0	0	
2005	8	5	3	37.50%	0	3	5	0	1	33.33%
2006	14	12	2	14.29%	0	1	13	0	0	0.00%
2007	3	3	0	0.00%	0	0	3	0	0	
2008	4	4	0	0.00%	0	0	4	0	0	
2009	75	72	3	4.00%	0	0	75	0	0	0.00%
2010	97	90	7	7.22%	0	0	96	0	0	0.00%
Total	280	250	30	10.71%	0	18	260	0	1	3.33%

Appendix C

Table C-1-a-ii : Summary of NYMA OBD II Readiness Status Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Diesel Vehicles

Model Year	Total Initial tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	NMHC Catalyst Not Ready	%	Exhaust Gas Sensor Not Ready	%	VVT Not Ready	%
1997	6	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	1	16.667%
1998	12	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	3	25.000%
1999	13	0	0.000%	1	7.692%	1	14.286%	0		0		5	38.462%
2000	4	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2001	3	1	33.333%	0	0.000%	0	0.000%	0		0		0	0.000%
2002	20	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2003	17	2	11.765%	1	5.882%	1	5.882%	0	0.000%	0	0.000%	1	6.667%
2004	4	0	0.000%	0	0.000%	0	0.000%	0		0	0.000%	0	0.000%
2005	8	0	0.000%	0	0.000%	0	0.000%	0		0	0.000%	1	12.500%
2006	14	0	0.000%	1	7.143%	0	0.000%	0	0.000%	1	10.000%	1	7.692%
2007	3	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2008	4	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2009	75	0	0.000%	1	1.333%	0	0.000%	4	5.333%	1	14.286%	3	4.000%
2010	97	0	0.000%	0	0.000%	2	2.062%	7	7.216%	7	7.216%	4	4.124%
Total	280	3	1.087%	4	1.455%	4	1.544%	11	5.851%	9	6.429%	19	6.859%

Model Year	Total Initial tests	Evaporative Systems Not Ready	%	NOx After Treatment Not Ready	%	PM Filter Not Ready	%	Boost Pressure Not Ready	%	Air Conditioning Not Ready	%
1997	6	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
1998	12	0	0.000%	0		0	0.000%	0		0	
1999	13	0		0		0		0		0	
2000	4	0	0.000%	0		0	0.000%	0		0	
2001	3	0		0		0		0		0	
2002	20	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2003	17	0	0.000%	0		0	0.000%	0	0.000%	0	
2004	4	0		0		0	0.000%	0		0	
2005	8	0		0		0	0.000%	0		0	
2006	14	0	0.000%	0		1	10.000%	0	0.000%	0	
2007	3	0		0		0		0		0	
2008	4	0		0		0		0		0	
2009	75	1	14.286%	10	14.706%	0	0.000%	0		0	
2010	97	0	0.000%	9	9.375%	12	12.371%	3	3.093%	0	0.000%
Total	280	1	5.882%	19	11.446%	13	9.774%	3	2.970%	0	0.000%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

Appendix C

Table C-1-b-i: Summary of NYMA OBD II Inspection Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command On: No DTC	MIL Command On: With DTC	MIL Command Not On: No DTC	MIL Command Not On: With DTC	Rec'd Waiver	Waiver Rate
1997	5	5	0	0.00%	0	0	5	0	0	
1998	3	3	0	0.00%	0	0	3	0	0	
1999	7	6	1	14.29%	0	0	7	0	0	0.00%
2000	1	1	0	0.00%	0	0	1	0	0	
2001	6	6	0	0.00%	0	0	6	0	0	
2002	75	45	30	40.00%	0	1	74	0	0	0.00%
2003	4	4	0	0.00%	0	0	4	0	0	
2004	4	3	1	25.00%	0	0	4	0	0	0.00%
2005	10	9	1	10.00%	0	0	9	0	0	0.00%
2006	15	14	1	6.67%	0	1	14	0	0	0.00%
2007	9	5	4	44.44%	0	1	8	0	0	0.00%
2008	13	12	1	7.69%	0	0	13	0	0	0.00%
2009	53	40	13	24.53%	0	0	52	0	0	0.00%
2010	60	47	13	21.67%	0	1	59	0	1	7.69%
Total	265	200	65	24.53%	0	4	259	0	1	1.54%

Appendix C

Table C-1-b-ii: Summary of NYMA OBD II Readiness Status Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Diesel Trucks

Model Year	Total Initial tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	NMHC Catalyst Not Ready	%	Exhaust Gas Sensor Not Ready	%	VVT Not Ready	%
1997	5	0	0.000%	0	0.000%	0	0.000%	0	0.000%	1	100.000%	0	0.000%
1998	3	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
1999	7	0	0.000%	0	0.000%	0	0.000%	3	75.000%	1	25.000%	1	25.000%
2000	1	0	0.000%	0		0		0		0		0	
2001	6	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2002	75	0	0.000%	0	0.000%	0	0.000%	32	43.243%	16	21.622%	0	0.000%
2003	4	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2004	4	0	0.000%	0	0.000%	0	0.000%	1	100.000%	1	100.000%	1	100.000%
2005	10	1	14.286%	1	10.000%	0	0.000%	0	0.000%	0	0.000%	1	14.286%
2006	15	2	28.571%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	1	10.000%
2007	9	1	11.111%	0	0.000%	1	11.111%	4	66.667%	2	50.000%	4	57.143%
2008	13	0	0.000%	0	0.000%	0	0.000%	3	50.000%	1	33.333%	1	7.692%
2009	53	0	0.000%	2	3.774%	0	0.000%	23	43.396%	11	23.404%	11	21.154%
2010	60	0	0.000%	1	1.667%	5	8.333%	24	40.000%	12	20.000%	12	20.000%
Total	265	4	1.606%	4	1.581%	6	2.410%	90	41.475%	45	21.739%	32	19.632%

Model Year	Total Initial tests	Evaporative Systems Not Ready	%	NOx After Treatment Not Ready	%	PM Filter Not Ready	%	Boost Pressure Not Ready	%	Air Conditioning Not Ready	%
1997	5	0		0		0	0.000%	0		0	
1998	3	0	0.000%	0		0	0.000%	0		0	
1999	7	3	75.000%	0		1	25.000%	0		0	
2000	1	0		0		0		0		0	
2001	6	0	0.000%	0		0	0.000%	0		0	
2002	75	31	42.466%	0		17	22.973%	0		0	
2003	4	0	0.000%	0		0	0.000%	0		0	
2004	4	1	100.000%	0		0	0.000%	0		0	
2005	10	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2006	15	0	0.000%	0		0	0.000%	0		0	
2007	9	0	0.000%	0		0	0.000%	0	0.000%	0	
2008	13	0		0		0	0.000%	0		0	
2009	53	0	0.000%	11	23.404%	12	25.532%	0	0.000%	0	0.000%
2010	60	0		11	18.333%	23	38.333%	9	15.000%	0	
Total	265	35	37.634%	22	20.370%	53	25.604%	9	11.688%	0	0.000%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

Appendix C

Table C-2-a-i: Summary of Upstate OBD II Inspection Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command On: No DTC	MIL Command On: With DTC	MIL Command Not On: No DTC	MIL Command Not On: With DTC	Rec'd Waiver	Waiver Rate
1997	66	43	23	34.85%	0	20	43	0	0	0.00%
1998	176	102	74	42.05%	0	66	104	0	2	2.70%
1999	171	131	40	23.39%	0	36	133	0	0	0.00%
2000	127	93	34	26.77%	0	31	93	0	0	0.00%
2001	146	106	40	27.40%	0	39	106	0	0	0.00%
2002	386	305	81	20.98%	0	75	305	0	0	0.00%
2003	411	326	85	20.68%	0	82	326	0	0	0.00%
2004	142	123	19	13.38%	0	11	130	0	0	0.00%
2005	209	194	15	7.18%	0	11	196	0	0	0.00%
2006	215	196	19	8.84%	0	11	202	0	0	0.00%
2007	18	17	1	5.56%	0	0	18	0	0	0.00%
2008	12	11	1	8.33%	0	1	11	0	0	0.00%
2009	927	878	49	5.29%	0	19	903	0	1	2.04%
2010	1,458	1,401	57	3.91%	0	11	1,441	0	0	0.00%
Total	4,464	3,926	538	12.05%	0	413	4,011	0	3	0.56%

Appendix C

Table C-2-a-ii: Summary of Upstate OBD II Readiness Status Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Diesel Vehicles

Model Year	Total Initial tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	NMHC Catalyst Not Ready	%	Exhaust Gas Sensor Not Ready	%	VVT Not Ready	%
1997	66	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	26	39.394%
1998	176	6	3.409%	5	2.857%	3	6.818%	1	10.000%	1	10.000%	42	24.000%
1999	171	8	4.678%	15	8.929%	2	2.000%	0	0.000%	0	0.000%	43	25.749%
2000	127	14	11.111%	14	11.111%	9	7.143%	1	16.667%	1	16.667%	13	10.484%
2001	146	12	8.276%	3	2.069%	7	4.828%	0	0.000%	0	0.000%	8	5.674%
2002	386	46	12.010%	22	5.744%	17	4.439%	0	0.000%	0	0.000%	27	7.068%
2003	411	35	8.516%	19	4.623%	28	6.813%	0	0.000%	0	0.000%	30	7.317%
2004	142	6	4.225%	4	2.837%	4	2.817%	0	0.000%	9	6.383%	11	7.746%
2005	209	6	3.614%	0	0.000%	2	0.957%	0	0.000%	5	3.012%	5	2.439%
2006	215	1	0.524%	4	1.860%	1	0.465%	0	0.000%	8	4.188%	9	4.245%
2007	18	0	0.000%	1	5.556%	0	0.000%	1	5.556%	1	5.882%	0	0.000%
2008	12	0	0.000%	0	0.000%	0	0.000%	1	8.333%	1	8.333%	0	0.000%
2009	927	0	0.000%	6	0.647%	0	0.000%	52	5.609%	5	18.519%	31	3.344%
2010	1,458	0	0.000%	4	0.274%	1	0.069%	45	3.086%	56	3.841%	33	2.265%
Total	4,464	134	3.051%	97	2.208%	74	1.764%	101	4.061%	87	4.211%	278	6.267%

Model Year	Total Initial tests	Evaporative Systems Not Ready	%	NOx After Treatment Not Ready	%	PM Filter Not Ready	%	Boost Pressure Not Ready	%	Air Conditioning Not Ready	%
1997	66	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
1998	176	1	10.000%	0	0.000%	1	10.000%	0	0.000%	0	0.000%
1999	171	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2000	127	1	16.667%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2001	146	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2002	386	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2003	411	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2004	142	0	0.000%	0	0.000%	7	4.965%	0	0.000%	0	0.000%
2005	209	0	0.000%	0	0.000%	4	2.424%	0	0.000%	0	0.000%
2006	215	0	0.000%	0	0.000%	6	3.158%	0	0.000%	0	0.000%
2007	18	0	0.000%	0		0	0.000%	0		0	
2008	12	0	0.000%	0		0	0.000%	0		0	
2009	927	0	0.000%	87	9.477%	6	23.077%	2	9.091%	0	0.000%
2010	1,458	0	0.000%	58	3.986%	67	4.595%	14	0.962%	0	0.000%
Total	4,464	2	2.273%	145	6.017%	91	4.467%	16	1.051%	0	0.000%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

Appendix C

Table C-2-b-i: Summary of Upstate OBD II Inspection Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command On: No DTC	MIL Command On: With DTC	MIL Command Not On: No DTC	MIL Command Not On: With DTC	Rec'd Waiver	Waiver Rate
1997	47	36	11	23.40%	0	6	37	0	0	0.00%
1998	40	33	7	17.50%	0	7	33	0	0	0.00%
1999	45	42	3	6.67%	0	2	42	0	0	0.00%
2000	19	19	0	0.00%	0	0	19	0	0	
2001	19	17	2	10.53%	0	0	18	0	0	0.00%
2002	36	31	5	13.89%	0	1	33	0	0	0.00%
2003	49	38	11	22.45%	0	5	41	0	0	0.00%
2004	41	38	3	7.32%	0	1	39	0	0	0.00%
2005	76	59	17	22.37%	0	12	59	0	0	0.00%
2006	115	97	18	15.65%	0	12	98	0	1	5.56%
2007	56	47	9	16.07%	0	5	50	0	0	0.00%
2008	56	49	7	12.50%	0	4	50	0	0	0.00%
2009	194	158	36	18.56%	0	5	187	0	0	0.00%
2010	248	205	43	17.34%	0	2	243	0	0	0.00%
Total	1,041	869	172	16.52%	0	62	949	0	1	0.58%

Appendix C

Table C-2-b-ii: Summary of Upstate OBD II Readiness Status Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Diesel Trucks

Model Year	Total Initial tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	NMHC Catalyst Not Ready	%	Exhaust Gas Sensor Not Ready	%	VVT Not Ready	%
1997	47	0	0.000%	0	0.000%	0	0.000%	1	9.091%	2	18.182%	4	16.667%
1998	40	0	0.000%	3	10.000%	0	0.000%	1	12.500%	0	0.000%	6	33.333%
1999	45	0	0.000%	1	3.030%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2000	19	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	1	16.667%
2001	19	0	0.000%	0	0.000%	0	0.000%	1	20.000%	0	0.000%	0	0.000%
2002	36	0	0.000%	0	0.000%	0	0.000%	3	12.000%	2	8.000%	0	0.000%
2003	49	0	0.000%	0	0.000%	0	0.000%	3	12.000%	2	8.000%	0	0.000%
2004	41	2	8.696%	1	3.030%	1	3.030%	0	0.000%	1	5.882%	5	25.000%
2005	76	10	15.873%	4	5.405%	1	1.351%	0	0.000%	0	0.000%	6	11.538%
2006	115	13	14.130%	0	0.000%	5	4.505%	1	3.846%	1	2.703%	7	9.859%
2007	56	2	3.571%	0	0.000%	2	3.571%	3	23.077%	1	8.333%	3	5.882%
2008	56	0	0.000%	0	0.000%	0	0.000%	3	14.286%	0	0.000%	2	3.636%
2009	194	0	0.000%	5	2.577%	0	0.000%	49	25.258%	21	15.789%	26	13.542%
2010	248	0	0.000%	2	0.806%	2	0.806%	70	28.226%	34	13.710%	35	14.113%
Total	1,041	27	2.833%	16	1.747%	11	1.275%	135	21.845%	64	11.408%	95	12.516%

Model Year	Total Initial tests	Evaporative Systems Not Ready	%	NOx After Treatment Not Ready	%	PM Filter Not Ready	%	Boost Pressure Not Ready	%	Air Conditioning Not Ready	%
1997	47	1	14.286%	0	0.000%	2	20.000%	0	0.000%	0	0.000%
1998	40	3	50.000%	0	0.000%	0	0.000%	0	0.000%	0	
1999	45	2	20.000%	0	0.000%	0	0.000%	1	50.000%	0	0.000%
2000	19	1	16.667%	0		0	0.000%	0		0	
2001	19	1	20.000%	0	0.000%	0	0.000%	1	33.333%	0	0.000%
2002	36	11	44.000%	0	0.000%	1	4.000%	0	0.000%	0	0.000%
2003	49	5	20.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2004	41	1	10.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2005	76	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2006	115	4	15.385%	0	0.000%	1	2.703%	0	0.000%	0	0.000%
2007	56	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2008	56	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2009	194	0	0.000%	25	14.205%	19	14.286%	1	2.778%	0	0.000%
2010	248	0	0.000%	29	11.694%	72	29.032%	27	10.887%	0	0.000%
Total	1,041	29	19.333%	54	11.842%	95	17.056%	30	9.375%	0	0.000%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

Appendix C

Table C-3-a-i: Summary of TLC Taxi OBD II Inspection Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command On		MIL Command Not On	
					No DTC	With DTC	No DTC	With DTC
1997	0	0	0		0	0	0	0
1998	0	0	0		0	0	0	0
1999	0	0	0		0	0	0	0
2000	1	1	0	0.00%	0	0	1	0
2001	0	0	0		0	0	0	0
2002	0	0	0		0	0	0	0
2003	0	0	0		0	0	0	0
2004	0	0	0		0	0	0	0
2005	0	0	0		0	0	0	0
2006	0	0	0		0	0	0	0
2007	0	0	0		0	0	0	0
2008	1	1	0	0.00%	0	0	1	0
2009	5	4	1	20.00%	0	1	4	0
2010	7	2	5	71.43%	0	0	7	0
2011	20	18	2	10.00%	0	0	19	0
2012	3	3	0	0.00%	0	0	3	0
2013	0	0	0		0	0	0	0
Total	37	29	8	21.62%	0	1	35	0

Appendix C

Table C-3-a-ii: Summary of TLC Taxi OBD II Readiness Status Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Diesel Vehicles

Model Year	Total Initial tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	NMHC Catalyst Not Ready	%	Exhaust Gas Sensor Not Ready	%	VVT Not Ready	%
1997	0	0		0		0		0		0		0	
1998	0	0		0		0		0		0		0	
1999	0	0		0		0		0		0		0	
2000	1	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2001	0	0		0		0		0		0		0	
2002	0	0		0		0		0		0		0	
2003	0	0		0		0		0		0		0	
2004	0	0		0		0		0		0		0	
2005	0	0		0		0		0		0		0	
2006	0	0		0		0		0		0		0	
2007	0	0		0		0		0		0		0	
2008	1	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2009	5	0	0.000%	0	0.000%	0	0.000%	1	20.000%	0	0.000%	1	25.000%
2010	7	0	0.000%	0	0.000%	0	0.000%	3	42.857%	3	42.857%	0	0.000%
2011	20	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2012	3	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2013	0	0		0		0		0		0		0	
Total	37	0	0.000%	0	0.000%	0	0.000%	4	10.811%	3	9.091%	1	2.778%

Model Year	Total Initial tests	Evaporative Systems Not Ready	%	NOx After Treatmen Not Ready	%	PM Filter Not Ready	%	Boost Pressure Not Ready	%	Air Conditioning Not Ready	%
1997	0	0		0		0		0		0	
1998	0	0		0		0		0		0	
1999	0	0		0		0		0		0	
2000	1	0	0.000%	0		0	0.000%	0		0	
2001	0	0		0		0		0		0	
2002	0	0		0		0		0		0	
2003	0	0		0		0		0		0	
2004	0	0		0		0		0		0	
2005	0	0		0		0		0		0	
2006	0	0		0		0		0		0	
2007	0	0		0		0		0		0	
2008	1	0	0.000%	0		0	0.000%	0	0.000%	0	
2009	5	0	0.000%	2	50.000%	0	0.000%	0	0.000%	0	
2010	7	1	100.000%	5	83.333%	5	71.429%	0	0.000%	0	
2011	20	0	0.000%	3	15.000%	6	30.000%	0	0.000%	0	0.000%
2012	3	0		0	0.000%	0	0.000%	0	0.000%	0	
2013	0	0		0		0		0		0	
Total	37	1	20.000%	10	30.303%	11	33.333%	0	0.000%	0	0.000%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

Appendix C

Table C-3-b-i: Summary of TLC Taxi OBD II Inspection Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command On: No DTC	MIL Command On: With DTC	MIL Command Not On: No DTC	MIL Command Not On: With DTC
1997	0	0	0		0	0	0	0
1998	0	0	0		0	0	0	0
1999	0	0	0		0	0	0	0
2000	0	0	0		0	0	0	0
2001	0	0	0		0	0	0	0
2002	0	0	0		0	0	0	0
2003	0	0	0		0	0	0	0
2004	0	0	0		0	0	0	0
2005	0	0	0		0	0	0	0
2006	0	0	0		0	0	0	0
2007	2	2	0	0.00%	0	0	2	0
2008	0	0	0		0	0	0	0
2009	3	1	2	66.67%	0	0	3	0
2010	5	4	1	20.00%	0	0	5	0
2011	7	5	2	28.57%	0	0	7	0
2012	11	11	0	0.00%	0	0	11	0
2013	0	0	0		0	0	0	0
Total	28	23	5	17.86%	0	0	28	0

Appendix C

Table C-3-b-ii: Summary of TLC Taxi OBD II Readiness Status Results

(Based on Data Collected from 1/1/2012 to 12/31/2012)

Light Duty Diesel Trucks

Model Year	Total Initial tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	NMHC Catalyst Not Ready	%	Exhaust Gas Sensor Not Ready	%	VVT Not Ready	%
1997	0	0		0		0		0		0		0	
1998	0	0		0		0		0		0		0	
1999	0	0		0		0		0		0		0	
2000	0	0		0		0		0		0		0	
2001	0	0		0		0		0		0		0	
2002	0	0		0		0		0		0		0	
2003	0	0		0		0		0		0		0	
2004	0	0		0		0		0		0		0	
2005	0	0		0		0		0		0		0	
2006	0	0		0		0		0		0		0	
2007	2	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	
2008	0	0		0		0		0		0		0	
2009	3	0	0.000%	0	0.000%	0	0.000%	2	66.667%	0	0.000%	0	0.000%
2010	5	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2011	7	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2012	11	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2013	0	0		0		0		0		0		0	
Total	28	0	0.000%	0	0.000%	0	0.000%	2	7.143%	0	0.000%	0	0.000%

Model Year	Total Initial tests	Evaporative Systems Not Ready	%	NOx After Treatmen Not Ready	%	PM Filter Not Ready	%	Boost Pressure Not Ready	%	Air Conditioning Not Ready	%
1997	0	0		0		0		0		0	
1998	0	0		0		0		0		0	
1999	0	0		0		0		0		0	
2000	0	0		0		0		0		0	
2001	0	0		0		0		0		0	
2002	0	0		0		0		0		0	
2003	0	0		0		0		0		0	
2004	0	0		0		0		0		0	
2005	0	0		0		0		0		0	
2006	0	0		0		0		0		0	
2007	2	1	50.000%	0		0	0.000%	0	0.000%	0	
2008	0	0		0		0		0		0	
2009	3	0		2	66.667%	0	0.000%	0		0	
2010	5	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2011	7	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2012	11	0	0.000%	0	0.000%	2	18.182%	0	0.000%	0	
2013	0	0		0		0		0		0	
Total	28	1	9.091%	2	10.000%	2	7.143%	0	0.000%	0	0.000%

Appendix D

Table D-1: Summary of OBD II Initial Test Volumes and Failure Rates by County in NYMA

(Based on Data Collected from 1/1/2012 to 12/31/2012)

County : Bronx — Total OBD II Stations: 259

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	4,849	6.33%	2,929	7.27%
1997	6,357	7.14%	4,592	8.56%
1998	7,361	6.91%	5,889	8.27%
1999	8,622	6.85%	7,617	7.40%
2000	10,791	8.14%	9,143	8.18%
2001	9,968	9.82%	9,696	11.79%
2002	10,098	8.63%	11,851	9.05%
2003	13,678	7.49%	10,832	7.96%
2004	11,439	7.17%	11,061	6.48%
2005	11,129	6.21%	10,628	6.61%
2006	10,099	5.01%	8,868	5.42%
2007	11,634	4.34%	8,873	4.62%
2008	9,594	4.05%	7,764	4.35%
2009	9,606	4.20%	4,423	4.79%
2010	10,086	3.61%	6,288	3.28%
Total	145,311	6.39%	120,454	7.10%

County : Kings — Total OBD II Stations: 483

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	6,485	8.67%	3,201	14.00%
1997	8,709	10.71%	5,255	12.98%
1998	10,755	9.59%	6,988	11.92%
1999	12,594	8.85%	9,354	10.51%
2000	16,277	9.27%	11,898	9.35%
2001	15,192	12.93%	11,848	14.07%
2002	16,337	9.08%	14,872	11.34%
2003	18,590	7.98%	15,391	8.76%
2004	17,052	7.01%	17,848	6.40%
2005	18,034	6.46%	17,406	6.61%
2006	17,695	5.19%	15,910	5.46%
2007	19,436	3.84%	15,433	4.50%
2008	16,171	3.63%	14,856	3.98%
2009	17,133	4.33%	9,725	4.84%
2010	20,939	3.31%	17,794	3.50%
Total	231,399	6.97%	187,779	7.62%

County : Nassau — Total OBD II Stations: 784

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	8,980	7.48%	3,897	11.01%
1997	12,410	9.27%	5,947	11.85%
1998	15,396	7.74%	7,881	10.90%
1999	18,335	7.50%	10,078	9.12%
2000	23,478	7.41%	12,727	8.13%
2001	24,087	10.32%	13,796	12.37%
2002	27,644	7.23%	18,686	9.10%
2003	30,480	6.11%	20,776	7.19%
2004	28,850	5.07%	24,356	5.40%
2005	29,525	4.40%	23,042	4.81%
2006	30,858	3.65%	22,019	4.19%
2007	34,376	2.93%	24,090	3.57%
2008	35,557	2.94%	27,464	3.38%
2009	39,384	3.17%	21,355	3.10%
2010	49,849	2.16%	38,395	2.21%
Total	409,209	5.07%	274,509	5.64%

County : New York — Total OBD II Stations: 106

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	1,014	9.47%	441	12.93%
1997	1,386	9.02%	768	11.98%
1998	1,815	9.09%	1,040	11.44%
1999	2,171	9.17%	1,434	10.11%
2000	2,760	9.53%	1,831	10.76%
2001	3,031	11.38%	2,086	14.19%
2002	3,260	7.58%	2,658	11.21%
2003	4,288	8.05%	2,791	8.13%
2004	4,246	6.52%	3,553	6.61%
2005	4,475	6.08%	3,619	6.52%
2006	4,959	4.74%	3,899	5.75%
2007	6,195	4.21%	4,307	5.11%
2008	6,017	3.96%	5,033	3.89%
2009	6,122	4.15%	3,915	5.49%
2010	7,760	4.06%	7,170	4.76%
Total	59,499	6.11%	44,545	6.95%

County : Queens — Total OBD II Stations: 624

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	8,598	7.94%	4,079	10.69%
1997	11,845	9.23%	6,729	12.20%
1998	14,364	7.97%	8,979	9.92%
1999	17,004	7.77%	11,521	9.27%
2000	21,806	8.10%	14,744	8.17%
2001	20,636	10.55%	15,424	12.42%
2002	22,957	7.89%	19,437	10.03%
2003	25,774	6.81%	19,382	7.62%
2004	24,022	5.89%	22,187	5.60%
2005	25,555	5.29%	22,061	5.75%
2006	26,265	4.66%	20,318	4.69%
2007	30,219	3.51%	21,356	4.08%
2008	26,237	3.61%	21,314	3.93%
2009	28,499	4.40%	14,383	4.19%
2010	30,660	3.18%	22,309	3.00%
Total	334,441	5.97%	244,223	6.64%

County : Richmond — Total OBD II Stations: 158

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	1,766	0.00%	817	0.00%
1997	2,542	9.40%	1,362	11.01%
1998	3,225	8.25%	1,725	10.90%
1999	3,818	8.17%	2,249	9.07%
2000	5,438	7.67%	2,843	8.58%
2001	5,297	10.12%	3,124	12.71%
2002	6,323	7.58%	4,548	8.55%
2003	6,746	5.77%	5,132	7.70%
2004	6,443	5.01%	5,638	5.23%
2005	6,689	3.98%	5,484	4.43%
2006	6,391	3.55%	4,925	3.98%
2007	7,146	2.70%	5,354	3.16%
2008	6,921	0.00%	5,712	2.68%
2009	8,097	2.83%	4,225	0.00%
2010	12,016	2.03%	8,794	1.68%
Total	88,858	4.64%	61,932	5.12%

Appendix D

Table D-1: Summary of OBD II Initial Test Volumes and Failure Rates by County in NYMA

(Based on Data Collected from 1/1/2012 to 12/31/2012)

	County : Rockland				**County : Suffolk**				**County : Westchester**			
	Total OBD II Stations:		141		Total OBD II Stations:		839		Total OBD II Stations:		467	
Model	Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks	
Year	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed
1996	1,747	10.25%	715	9.79%	10,495	9.10%	6,240	11.12%	5,217	7.82%	2,290	10.79%
1997	2,352	8.38%	1,079	11.21%	14,302	9.80%	9,368	11.74%	7,475	8.75%	3,634	10.90%
1998	2,979	8.69%	1,604	10.97%	17,312	8.33%	12,020	10.70%	9,228	7.63%	4,590	10.20%
1999	3,898	8.44%	1,928	9.44%	21,209	8.92%	15,287	8.96%	11,119	7.87%	6,104	8.90%
2000	4,796	8.55%	2,604	8.72%	26,913	8.45%	18,545	8.42%	14,401	7.86%	7,846	8.54%
2001	4,962	10.72%	3,037	13.14%	26,967	11.19%	19,675	12.48%	14,986	10.40%	8,961	12.21%
2002	5,823	7.73%	4,106	10.20%	30,450	8.29%	25,690	9.17%	17,309	7.82%	12,038	9.06%
2003	6,539	6.16%	4,758	7.29%	32,627	6.49%	28,350	7.62%	19,283	6.26%	13,622	7.50%
2004	6,205	5.12%	5,752	5.46%	30,574	5.44%	32,438	5.54%	19,235	5.26%	16,595	5.59%
2005	6,582	4.06%	5,244	4.37%	32,199	4.79%	29,109	5.22%	19,887	4.24%	16,117	4.87%
2006	6,385	4.59%	5,253	4.34%	33,261	4.06%	26,364	4.31%	20,320	3.42%	15,937	3.90%
2007	7,458	2.52%	5,655	3.36%	36,188	2.89%	29,011	3.36%	23,132	2.71%	17,079	3.30%
2008	7,713	2.46%	5,949	2.91%	37,725	2.80%	31,791	3.11%	23,491	2.69%	18,442	3.11%
2009	7,913	3.08%	4,100	2.73%	38,664	2.85%	22,183	3.16%	24,624	3.41%	14,077	3.39%
2010	9,649	2.09%	7,164	1.72%	47,520	2.07%	36,692	2.13%	30,685	2.28%	24,481	2.26%
Total	85,001	5.25%	58,948	5.62%	436,406	5.58%	342,763	6.09%	260,392	5.09%	181,813	5.52%

	County : Others*		
	Total OBD II Stations:		1
Model	Light Duty Vehicles		Light Duty Trucks
Year	Volume	% Failed	Volume
1996	0		0
1997	0		0
1998	0		1
1999	0		0
2000	0		2
2001	2	0.00%	0
2002	5	20.00%	1
2003	0		2
2004	0		1
2005	2	0.00%	3
2006	0		2
2007	7	0.00%	2
2008	13	0.00%	15
2009	3	0.00%	7
2010	5	20.00%	14
Total	37	5.41%	50

1996	
1997	
1998	0.00%
1999	
2000	0.00%
2001	
2002	0.00%
2003	50.00%
2004	0.00%
2005	33.33%
2006	0.00%
2007	0.00%
2008	6.67%
2009	0.00%
2010	7.14%
Total	8.00%

* Includes Port of New Jersey and testing facilities with unknown NYMA counties.

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate

(Based on Data Collected from 1/1/2012 to 12/31/2012)

County : Albany
Total OBD II Stations: 252

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	1,776	7.55%	941	11.16%
1997	2,624	9.18%	1,348	12.24%
1998	3,398	8.83%	1,816	11.12%
1999	4,309	8.70%	2,359	10.05%
2000	5,588	8.98%	3,101	8.22%
2001	6,039	11.09%	3,367	13.78%
2002	7,135	8.00%	4,481	9.06%
2003	7,910	6.17%	5,631	8.24%
2004	7,941	4.86%	6,689	5.73%
2005	8,743	4.30%	7,464	4.78%
2006	9,064	3.27%	6,979	4.23%
2007	10,379	2.47%	7,461	3.46%
2008	11,566	2.51%	9,036	2.53%
2009	11,821	3.02%	6,250	2.58%
2010	11,866	2.16%	9,417	1.99%
Total	110,159	4.99%	76,340	5.46%

County : Allegany
Total OBD II Stations: 61

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	207	6.28%	345	12.75%
1997	345	9.57%	553	9.76%
1998	430	12.56%	619	13.89%
1999	533	13.88%	663	9.65%
2000	675	11.26%	800	13.38%
2001	652	14.42%	808	16.34%
2002	784	13.65%	968	12.19%
2003	697	9.04%	963	9.66%
2004	699	6.44%	1,003	8.97%
2005	747	5.76%	1,162	5.16%
2006	665	4.36%	996	4.42%
2007	664	2.41%	882	3.85%
2008	635	2.20%	866	2.31%
2009	458	2.18%	428	0.47%
2010	390	2.56%	542	1.48%
Total	8,581	7.94%	11,598	8.24%

County : Broome
Total OBD II Stations: 167

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	1,395	7.96%	988	10.02%
1997	2,121	8.25%	1,532	10.84%
1998	2,486	8.37%	1,857	10.07%
1999	3,279	8.72%	2,354	9.39%
2000	4,125	9.04%	2,873	9.15%
2001	4,007	11.01%	2,722	13.78%
2002	4,553	9.03%	3,678	9.43%
2003	4,546	6.16%	3,893	7.09%
2004	4,422	4.79%	4,517	5.34%
2005	5,163	4.13%	5,115	4.59%
2006	4,884	3.28%	4,543	3.79%
2007	5,584	2.63%	4,570	3.26%
2008	4,994	2.26%	4,231	2.29%
2009	4,503	1.62%	2,464	2.07%
2010	4,793	1.23%	3,573	1.62%
Total	60,855	5.36%	48,910	6.00%

County : Cattaraugus
Total OBD II Stations: 95

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	331	10.57%	454	11.89%
1997	502	10.16%	645	10.39%
1998	670	13.58%	870	12.76%
1999	778	12.08%	961	11.86%
2000	1,000	12.60%	1,195	11.80%
2001	1,081	14.34%	1,183	19.78%
2002	1,152	11.37%	1,463	11.48%
2003	1,290	7.75%	1,748	9.61%
2004	1,283	8.26%	1,834	5.51%
2005	1,423	4.78%	2,094	5.92%
2006	1,291	4.26%	2,086	5.32%
2007	1,422	3.73%	1,990	4.82%
2008	1,543	3.05%	2,172	2.12%
2009	1,325	2.04%	1,254	2.07%
2010	1,114	1.44%	1,657	1.93%
Total	16,205	7.13%	21,606	7.37%

County : Cayuga
Total OBD II Stations: 81

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	357	7.28%	415	10.84%
1997	532	9.21%	614	11.56%
1998	680	10.29%	832	12.98%
1999	886	11.29%	898	11.92%
2000	1,145	10.31%	1,165	12.27%
2001	1,300	14.31%	1,136	15.49%
2002	1,400	11.93%	1,461	8.42%
2003	1,603	8.36%	1,563	8.51%
2004	1,516	5.08%	1,892	7.14%
2005	1,818	5.23%	2,068	5.17%
2006	1,603	5.05%	1,910	4.24%
2007	1,824	3.89%	1,968	3.71%
2008	1,847	2.87%	2,191	2.97%
2009	1,596	2.38%	1,355	2.44%
2010	1,623	1.73%	1,990	1.86%
Total	19,730	6.55%	21,458	6.70%

County : Chautauqua
Total OBD II Stations: 138

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	694	8.93%	791	12.77%
1997	992	10.18%	1,193	11.23%
1998	1,400	9.57%	1,496	12.03%
1999	1,640	11.16%	1,717	9.96%
2000	2,296	9.23%	2,163	10.36%
2001	2,212	12.84%	2,150	15.67%
2002	2,603	9.49%	2,807	10.90%
2003	2,581	8.33%	3,006	8.05%
2004	2,706	6.91%	3,312	6.31%
2005	2,771	4.62%	3,886	5.43%
2006	2,703	4.48%	3,557	4.67%
2007	3,045	3.05%	3,586	4.13%
2008	3,285	2.47%	3,906	2.61%
2009	2,871	2.47%	2,294	2.48%
2010	2,445	2.13%	3,169	1.80%
Total	34,244	6.34%	39,033	6.78%

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate

(Based on Data Collected from 1/1/2012 to 12/31/2012)

County : Chemung
Total OBD II Stations: 69

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	493	6.29%	486	11.52%
1997	806	9.06%	779	12.32%
1998	1,001	12.49%	1,034	10.25%
1999	1,212	8.83%	1,202	8.49%
2000	1,612	10.36%	1,483	8.29%
2001	1,603	12.60%	1,283	14.26%
2002	1,563	8.45%	1,745	9.17%
2003	1,640	5.67%	1,752	8.05%
2004	1,624	5.91%	2,061	5.48%
2005	1,932	4.87%	2,354	5.40%
2006	1,958	4.80%	2,121	3.21%
2007	2,130	3.38%	2,227	3.59%
2008	2,316	2.85%	2,319	2.93%
2009	2,046	2.98%	1,338	3.06%
2010	2,139	2.95%	2,252	2.26%
Total	24,075	6.13%	24,436	6.20%

County : Chenango
Total OBD II Stations: 59

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	371	8.09%	394	14.47%
1997	484	9.71%	590	10.51%
1998	631	9.51%	818	11.86%
1999	798	11.15%	942	10.51%
2000	986	11.36%	1,173	9.72%
2001	946	13.95%	1,056	16.19%
2002	1,102	8.71%	1,305	9.96%
2003	1,130	7.08%	1,304	7.67%
2004	1,023	5.87%	1,439	6.81%
2005	1,221	4.42%	1,597	4.63%
2006	1,216	4.11%	1,512	4.17%
2007	1,192	1.34%	1,303	2.53%
2008	1,292	2.32%	1,270	1.81%
2009	1,024	1.66%	701	1.43%
2010	845	0.83%	1,015	1.28%
Total	14,261	6.17%	16,419	6.97%

County : Clinton
Total OBD II Stations: 83

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	406	7.88%	421	11.88%
1997	626	9.58%	635	11.02%
1998	878	9.68%	854	10.19%
1999	1,022	12.33%	893	9.18%
2000	1,321	9.01%	1,132	11.04%
2001	1,371	11.89%	1,231	14.62%
2002	1,611	10.12%	1,343	10.87%
2003	1,669	8.33%	1,598	8.76%
2004	1,619	5.13%	1,754	6.21%
2005	1,897	3.53%	1,779	5.51%
2006	1,809	4.09%	1,806	3.16%
2007	2,001	3.05%	1,972	2.99%
2008	2,128	1.97%	2,329	2.40%
2009	2,071	1.79%	1,601	1.69%
2010	1,932	1.66%	2,538	1.38%
Total	22,361	5.74%	21,886	6.04%

County : Columbia
Total OBD II Stations: 67

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	482	10.58%	361	9.14%
1997	635	10.71%	566	10.25%
1998	860	10.81%	697	10.19%
1999	1,038	9.25%	827	10.28%
2000	1,171	10.76%	983	11.70%
2001	1,268	13.25%	1,092	15.02%
2002	1,321	9.61%	1,259	9.53%
2003	1,364	6.38%	1,406	8.18%
2004	1,313	5.03%	1,475	6.37%
2005	1,410	4.04%	1,433	4.82%
2006	1,220	3.03%	1,269	3.15%
2007	1,276	2.59%	1,156	2.25%
2008	1,171	1.71%	1,208	1.99%
2009	1,053	1.61%	862	1.16%
2010	1,041	1.15%	1,094	1.19%
Total	16,623	6.36%	15,688	6.61%

County : Cortland
Total OBD II Stations: 51

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	249	6.83%	242	8.68%
1997	370	12.97%	415	14.70%
1998	418	10.29%	551	13.25%
1999	583	11.66%	632	13.61%
2000	796	11.93%	824	11.65%
2001	819	13.68%	838	16.11%
2002	926	11.23%	1,035	12.17%
2003	1,037	8.87%	1,092	9.07%
2004	1,031	8.73%	1,291	6.74%
2005	1,110	4.95%	1,482	5.67%
2006	1,144	5.16%	1,259	5.40%
2007	1,189	3.45%	1,222	4.66%
2008	1,357	2.43%	1,243	3.46%
2009	1,066	3.10%	691	1.74%
2010	1,038	2.79%	1,154	2.08%
Total	13,133	7.00%	13,971	7.67%

County : Delaware
Total OBD II Stations: 58

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	257	8.95%	311	9.65%
1997	375	10.93%	426	11.27%
1998	501	9.78%	615	11.38%
1999	574	10.98%	677	10.64%
2000	747	9.91%	796	12.69%
2001	791	16.06%	829	17.13%
2002	912	9.10%	995	13.17%
2003	889	7.87%	1,129	9.65%
2004	914	7.44%	1,254	7.02%
2005	970	5.67%	1,309	6.04%
2006	927	5.39%	1,295	4.71%
2007	973	3.29%	1,163	2.67%
2008	839	3.34%	1,078	1.95%
2009	696	1.29%	576	1.56%
2010	670	0.75%	838	1.19%
Total	11,035	7.04%	13,291	7.54%

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate

(Based on Data Collected from 1/1/2012 to 12/31/2012)

County : Dutchess — Total OBD II Stations: 248

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	1,961	9.18%	1,118	12.70%
1997	3,015	9.75%	1,800	11.94%
1998	3,799	9.84%	2,321	11.42%
1999	4,543	9.16%	2,754	10.35%
2000	5,820	8.25%	3,504	8.99%
2001	6,104	11.04%	3,992	13.68%
2002	6,728	8.83%	5,036	9.79%
2003	7,163	7.04%	5,936	7.16%
2004	6,981	5.03%	6,940	5.84%
2005	7,376	4.09%	6,620	5.17%
2006	7,481	3.94%	6,395	3.88%
2007	8,151	2.72%	6,151	3.11%
2008	8,199	2.35%	6,428	2.52%
2009	7,507	2.36%	4,263	2.67%
2010	7,621	2.06%	6,305	1.57%
Total	92,449	5.64%	69,563	6.11%

County : Erie — Total OBD II Stations: 816

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	4,171	8.15%	2,633	11.55%
1997	6,299	8.83%	4,280	13.34%
1998	8,177	10.68%	5,743	12.61%
1999	10,918	9.98%	7,241	10.87%
2000	13,908	10.15%	9,350	9.71%
2001	15,407	12.43%	9,724	14.57%
2002	18,506	9.47%	14,776	9.56%
2003	21,060	6.63%	16,810	7.22%
2004	20,403	5.29%	17,984	5.63%
2005	22,108	4.32%	20,136	4.79%
2006	21,579	4.13%	19,123	4.22%
2007	25,443	3.08%	21,135	3.23%
2008	28,370	2.68%	25,856	2.61%
2009	28,808	2.25%	17,461	2.33%
2010	28,565	1.56%	26,649	1.51%
Total	273,722	5.44%	218,901	5.61%

County : Essex — Total OBD II Stations: 35

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	163	12.27%	219	14.61%
1997	203	9.85%	284	13.73%
1998	292	11.99%	359	15.04%
1999	378	16.40%	407	12.04%
2000	465	11.83%	532	15.79%
2001	467	17.56%	517	18.96%
2002	518	10.42%	642	11.21%
2003	556	8.45%	729	10.84%
2004	536	5.60%	891	9.09%
2005	653	4.90%	934	5.89%
2006	587	4.09%	844	5.45%
2007	646	3.87%	903	3.65%
2008	678	2.80%	963	2.18%
2009	631	1.74%	671	2.09%
2010	587	1.87%	1,013	1.09%
Total	7,360	7.16%	9,908	7.75%

County : Franklin — Total OBD II Stations: 57

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	248	12.10%	306	16.01%
1997	365	13.15%	469	13.43%
1998	458	12.01%	628	14.65%
1999	649	12.63%	682	13.20%
2000	766	14.49%	851	14.57%
2001	817	16.03%	923	20.69%
2002	915	14.86%	1,110	15.77%
2003	956	12.55%	1,287	10.49%
2004	928	7.54%	1,268	10.02%
2005	986	5.88%	1,298	8.01%
2006	912	7.02%	1,168	5.14%
2007	961	3.12%	1,283	5.14%
2008	910	2.97%	1,341	2.61%
2009	846	2.36%	884	2.04%
2010	697	1.87%	1,182	1.61%
Total	11,414	8.72%	14,680	9.18%

County : Fulton — Total OBD II Stations: 68

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	371	5.66%	362	9.67%
1997	521	9.40%	598	12.21%
1998	707	8.35%	763	14.15%
1999	795	11.57%	853	10.32%
2000	1,124	10.41%	1,060	9.53%
2001	1,046	12.52%	1,003	17.25%
2002	1,103	9.88%	1,201	9.33%
2003	1,149	7.05%	1,347	8.61%
2004	1,132	6.01%	1,403	6.56%
2005	1,263	4.59%	1,591	5.22%
2006	1,161	3.27%	1,336	4.64%
2007	1,360	3.46%	1,390	2.95%
2008	1,345	1.86%	1,451	2.21%
2009	1,289	1.78%	873	1.37%
2010	1,179	1.70%	1,186	0.84%
Total	15,545	6.03%	16,417	6.93%

County : Genessee — Total OBD II Stations: 70

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	307	7.82%	352	11.36%
1997	494	11.94%	533	11.07%
1998	605	10.91%	756	9.13%
1999	798	9.65%	790	10.89%
2000	992	9.48%	985	8.73%
2001	1,089	11.94%	965	15.54%
2002	1,219	8.86%	1,277	8.22%
2003	1,324	5.36%	1,418	7.40%
2004	1,207	6.21%	1,551	6.77%
2005	1,470	4.08%	1,767	4.70%
2006	1,358	3.83%	1,567	4.15%
2007	1,512	2.91%	1,607	3.24%
2008	1,578	2.60%	1,604	2.43%
2009	1,292	1.55%	951	1.89%
2010	1,122	1.34%	1,289	1.47%
Total	16,367	5.72%	17,412	6.21%

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate

(Based on Data Collected from 1/1/2012 to 12/31/2012)

County : Greene — Total OBD II Stations: 54

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	336	13.69%	334	13.47%
1997	472	9.53%	448	13.17%
1998	570	12.11%	566	14.49%
1999	718	13.65%	624	11.22%
2000	821	11.81%	697	12.05%
2001	837	14.70%	721	17.20%
2002	876	10.84%	834	10.19%
2003	922	9.33%	961	7.49%
2004	821	8.65%	1,063	6.11%
2005	885	4.18%	985	6.80%
2006	788	4.82%	830	3.98%
2007	785	4.08%	794	3.02%
2008	823	3.04%	716	2.65%
2009	671	2.68%	552	2.17%
2010	590	2.54%	795	1.38%
Total	10,915	8.20%	10,920	7.80%

County : Hamilton — Total OBD II Stations: 10

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	10	10.00%	34	11.76%
1997	25	8.00%	27	11.11%
1998	23	8.70%	21	9.52%
1999	30	23.33%	39	12.82%
2000	26	7.69%	46	19.57%
2001	34	26.47%	49	14.29%
2002	30	16.67%	74	8.11%
2003	34	8.82%	64	12.50%
2004	40	12.50%	79	10.13%
2005	47	2.13%	87	5.75%
2006	43	6.98%	86	6.98%
2007	54	3.70%	74	8.11%
2008	56	10.71%	84	3.57%
2009	39	0.00%	52	0.00%
2010	33	0.00%	78	1.28%
Total	524	9.16%	894	8.17%

County : Herkimer — Total OBD II Stations: 56

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	265	7.55%	250	12.80%
1997	386	9.84%	392	12.76%
1998	454	11.23%	522	11.88%
1999	632	9.65%	594	10.94%
2000	863	10.31%	738	7.99%
2001	930	15.38%	768	15.49%
2002	1,033	9.78%	937	10.99%
2003	1,061	8.48%	1,040	9.23%
2004	1,076	6.32%	1,182	6.26%
2005	1,251	4.24%	1,289	5.28%
2006	1,092	4.03%	1,006	3.98%
2007	1,238	3.07%	969	3.20%
2008	1,121	3.39%	1,029	2.53%
2009	940	1.70%	548	2.19%
2010	731	2.05%	735	1.90%
Total	13,073	6.62%	11,999	7.09%

County : Jefferson — Total OBD II Stations: 109

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	379	8.44%	510	13.53%
1997	606	11.72%	752	12.50%
1998	762	13.39%	1,035	14.11%
1999	1,013	12.04%	1,185	12.91%
2000	1,368	13.16%	1,528	12.30%
2001	1,337	14.44%	1,432	17.67%
2002	1,671	12.99%	1,975	11.49%
2003	1,767	9.90%	2,247	9.03%
2004	1,908	7.91%	2,687	8.67%
2005	2,132	6.05%	3,155	6.34%
2006	2,188	6.44%	3,073	5.40%
2007	2,665	4.32%	3,541	4.12%
2008	3,080	3.60%	4,003	2.80%
2009	2,670	2.77%	2,309	2.73%
2010	3,045	2.40%	3,694	1.87%
Total	26,591	7.09%	33,126	7.01%

County : Lewis — Total OBD II Stations: 34

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	150	7.33%	214	12.15%
1997	219	7.31%	295	10.85%
1998	280	13.21%	456	11.40%
1999	327	8.56%	458	9.61%
2000	470	10.00%	581	9.64%
2001	453	11.26%	542	18.45%
2002	527	9.87%	660	9.85%
2003	515	6.02%	731	9.71%
2004	519	6.74%	764	7.33%
2005	543	4.79%	829	4.70%
2006	488	3.28%	701	4.56%
2007	502	2.59%	661	2.87%
2008	456	1.97%	676	1.04%
2009	379	2.37%	424	0.00%
2010	346	2.31%	506	1.78%
Total	6,174	6.30%	8,498	7.15%

County : Livingston — Total OBD II Stations: 73

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	365	8.49%	391	10.74%
1997	540	9.26%	606	11.72%
1998	688	10.03%	777	12.87%
1999	862	11.02%	853	10.43%
2000	1,123	10.77%	1,043	9.68%
2001	1,058	12.76%	974	14.37%
2002	1,252	10.30%	1,241	9.59%
2003	1,198	8.85%	1,379	8.56%
2004	1,252	7.99%	1,570	6.82%
2005	1,414	5.37%	1,801	5.16%
2006	1,273	3.93%	1,552	4.38%
2007	1,386	2.67%	1,484	4.04%
2008	1,387	2.38%	1,525	2.10%
2009	1,086	1.75%	942	1.38%
2010	976	1.74%	1,302	1.38%
Total	15,860	6.73%	17,440	6.71%

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate

(Based on Data Collected from 1/1/2012 to 12/31/2012)

	County : Madison				**County : Monroe**				**County : Montgomery**			
	Total OBD II Stations:		73		Total OBD II Stations:		525		Total OBD II Stations:		56	
Model	Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks	
Year	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed
1996	305	7.87%	340	10.88%	4,573	8.99%	2,215	11.78%	328	7.93%	272	12.13%
1997	458	9.83%	555	13.87%	6,663	9.29%	3,460	11.56%	434	9.45%	460	11.09%
1998	596	11.41%	732	11.75%	8,376	8.92%	4,897	11.09%	563	11.01%	534	10.86%
1999	776	11.47%	898	11.69%	10,781	9.56%	6,048	10.04%	674	10.09%	692	8.53%
2000	1,030	9.51%	1,098	10.38%	13,971	9.39%	7,901	9.35%	927	10.14%	768	8.59%
2001	1,142	13.31%	1,008	15.48%	14,904	11.67%	8,003	13.37%	935	12.09%	765	14.38%
2002	1,319	10.84%	1,439	10.22%	17,640	8.60%	11,359	9.01%	999	9.71%	1,050	9.14%
2003	1,447	8.02%	1,488	7.73%	18,783	6.54%	13,339	6.65%	1,032	6.49%	1,006	7.75%
2004	1,464	6.42%	1,797	6.68%	18,397	5.38%	14,990	5.45%	986	4.87%	1,185	4.89%
2005	1,620	4.63%	1,934	6.00%	19,798	4.21%	16,565	5.11%	1,050	4.48%	1,284	5.14%
2006	1,612	4.84%	1,769	5.20%	19,837	3.92%	15,543	4.30%	997	3.81%	1,064	3.57%
2007	1,679	3.45%	1,769	4.18%	21,897	2.90%	15,502	3.39%	1,131	3.01%	1,103	2.81%
2008	1,676	2.03%	2,024	2.47%	23,323	2.35%	17,832	2.47%	1,112	1.89%	1,222	2.95%
2009	1,465	2.39%	1,125	2.04%	22,187	2.18%	11,131	2.00%	1,074	2.05%	781	1.79%
2010	1,598	1.81%	1,635	1.41%	21,189	1.60%	16,103	1.49%	1,112	2.97%	1,201	1.75%
Total	18,187	6.26%	19,611	6.81%	242,319	5.45%	164,888	5.64%	13,354	6.07%	13,387	6.09%

	County : Niagara				**County : Oneida**				**County : Onondaga**			
	Total OBD II Stations:		213		Total OBD II Stations:		233		Total OBD II Stations:		393	
Model	Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks	
Year	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed
1996	1,234	6.73%	984	10.16%	1,056	9.56%	881	11.58%	1,780	7.53%	1,130	12.30%
1997	1,740	9.25%	1,474	10.65%	1,674	9.92%	1,430	11.19%	2,645	7.98%	1,904	11.45%
1998	2,224	8.18%	2,017	10.46%	2,086	10.50%	1,951	13.28%	3,555	9.23%	2,606	11.09%
1999	2,943	8.53%	2,381	8.36%	2,907	10.04%	2,414	10.40%	4,639	10.24%	3,247	9.52%
2000	3,733	8.01%	2,794	8.23%	3,950	9.62%	3,188	10.10%	6,291	9.93%	4,281	9.86%
2001	3,782	10.10%	2,856	11.31%	4,316	13.21%	3,053	16.38%	7,077	12.76%	4,589	15.34%
2002	4,605	7.51%	4,048	7.29%	4,829	10.89%	3,970	8.97%	8,726	9.95%	6,321	10.03%
2003	4,831	6.00%	4,509	6.65%	5,281	8.86%	4,673	8.11%	9,921	7.98%	8,016	7.92%
2004	4,473	5.63%	4,505	5.26%	5,305	6.15%	5,378	6.75%	10,727	5.98%	9,844	5.98%
2005	4,621	4.13%	4,738	4.58%	5,842	4.91%	5,952	5.19%	11,861	4.43%	11,152	5.21%
2006	4,412	3.56%	4,244	3.79%	5,708	4.05%	5,474	4.09%	11,780	4.34%	10,851	4.66%
2007	4,838	3.12%	4,495	2.67%	6,537	3.35%	5,602	3.18%	13,188	3.22%	11,154	3.33%
2008	5,387	2.39%	5,237	1.85%	6,613	2.63%	5,986	2.86%	14,579	2.49%	12,634	2.70%
2009	5,112	2.33%	3,429	1.49%	6,098	2.71%	3,518	2.27%	13,657	2.60%	8,380	2.64%
2010	4,748	1.35%	4,782	1.23%	5,728	2.16%	5,397	1.33%	14,295	2.25%	13,017	1.87%
Total	58,683	5.21%	52,493	5.25%	67,930	6.25%	58,867	6.33%	134,721	5.55%	109,126	5.68%

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate

(Based on Data Collected from 1/1/2012 to 12/31/2012)

	County : Ontario				**County : Orange**				**County : Orleans**			
	Total OBD II Stations:		117		Total OBD II Stations:		286		Total OBD II Stations:		45	
Model	Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks	
Year	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed
1996	645	8.06%	543	11.60%	2,437	10.67%	1,475	13.02%	258	12.40%	296	10.81%
1997	963	8.83%	833	10.08%	3,317	11.34%	2,162	13.32%	423	12.53%	457	13.13%
1998	1,208	8.94%	1,171	11.19%	4,190	11.22%	2,792	13.40%	442	15.61%	623	12.52%
1999	1,608	9.33%	1,376	9.88%	4,972	10.10%	3,532	10.82%	573	13.79%	649	13.87%
2000	2,130	9.34%	1,732	8.78%	6,525	10.19%	4,386	10.28%	719	13.49%	793	12.99%
2001	2,273	10.95%	1,759	13.87%	6,563	12.42%	4,782	14.53%	678	17.70%	727	19.67%
2002	2,713	8.26%	2,321	9.39%	7,410	10.20%	6,448	9.97%	807	11.40%	852	10.92%
2003	3,000	5.83%	2,775	6.20%	8,084	7.61%	7,271	8.62%	747	11.24%	919	9.25%
2004	2,998	5.90%	3,377	5.09%	7,928	6.48%	8,529	6.75%	686	7.87%	946	6.34%
2005	3,591	4.12%	3,782	4.73%	8,917	5.06%	8,903	5.50%	746	6.43%	964	7.47%
2006	3,677	4.19%	3,599	3.95%	8,717	4.51%	7,920	4.73%	651	6.61%	857	4.67%
2007	3,891	2.98%	3,578	3.05%	9,651	3.13%	8,215	3.60%	721	4.58%	787	4.32%
2008	4,603	2.45%	4,085	2.96%	9,952	3.05%	8,781	2.86%	778	3.21%	885	3.39%
2009	3,950	2.61%	2,688	2.68%	9,305	2.64%	5,482	2.81%	570	2.11%	514	1.75%
2010	3,825	2.04%	4,304	1.86%	9,530	2.44%	8,159	2.03%	545	2.57%	658	2.13%
Total	41,075	5.19%	37,923	5.47%	107,498	6.42%	88,837	6.71%	9,344	9.15%	10,927	8.63%

	County : Oswego				**County : Otsego**				**County : Putnam**			
	Total OBD II Stations:		125		Total OBD II Stations:		71		Total OBD II Stations:		73	
Model	Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks	
Year	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed
1996	554	7.40%	656	10.67%	338	7.69%	307	12.38%	497	8.05%	290	12.76%
1997	811	6.91%	1,093	12.53%	489	8.79%	449	13.14%	767	9.00%	429	11.66%
1998	1,056	10.04%	1,394	12.12%	554	10.65%	625	13.44%	1,056	10.70%	572	12.06%
1999	1,464	10.25%	1,620	10.56%	748	10.29%	718	12.67%	1,355	9.15%	751	11.85%
2000	1,869	9.68%	2,063	9.79%	904	10.84%	859	12.57%	1,645	8.94%	1,011	8.80%
2001	1,874	13.61%	1,960	15.10%	960	12.92%	922	16.59%	1,852	11.45%	1,154	13.78%
2002	2,217	9.38%	2,475	9.94%	1,140	9.39%	1,096	10.22%	2,126	9.45%	1,579	9.94%
2003	2,253	8.61%	2,727	8.29%	1,187	8.34%	1,228	8.71%	2,334	8.23%	1,936	8.47%
2004	2,229	5.79%	3,090	5.86%	1,164	6.27%	1,422	5.41%	2,257	5.32%	2,283	6.92%
2005	2,442	4.14%	3,375	5.01%	1,315	4.33%	1,579	6.08%	2,444	4.66%	2,310	4.85%
2006	2,392	4.64%	2,928	4.92%	1,389	3.82%	1,586	4.22%	2,443	3.77%	2,131	4.46%
2007	2,399	3.79%	2,951	3.63%	1,555	3.28%	1,574	3.18%	2,482	3.18%	2,205	4.04%
2008	2,424	2.81%	3,137	3.73%	1,616	1.86%	1,704	3.46%	2,669	2.32%	2,247	2.76%
2009	2,060	2.09%	1,787	1.85%	1,411	1.42%	1,132	2.83%	2,415	2.53%	1,620	2.65%
2010	1,821	1.48%	2,710	1.85%	1,258	2.46%	1,659	1.63%	2,503	1.56%	2,374	1.77%
Total	27,865	6.32%	33,966	6.82%	16,028	5.91%	16,860	6.88%	28,845	5.77%	22,892	6.18%

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate

(Based on Data Collected from 1/1/2012 to 12/31/2012)

	County : Rensselaer				**County : Saratoga**				**County : Schenectady**			
	Total OBD II Stations:		133		Total OBD II Stations:		157		Total OBD II Stations:		140	
Model Year	Light Duty Vehicles Volume	% Failed	Light Duty Trucks Volume	% Failed	Light Duty Vehicles Volume	% Failed	Light Duty Trucks Volume	% Failed	Light Duty Vehicles Volume	% Failed	Light Duty Trucks Volume	% Failed
1996	901	7.44%	735	10.07%	1,122	9.18%	846	11.70%	1,067	8.25%	690	10.72%
1997	1,397	9.38%	1,028	9.82%	1,691	9.58%	1,257	11.54%	1,520	9.08%	958	13.15%
1998	1,711	9.12%	1,352	11.17%	2,085	10.22%	1,695	12.86%	1,868	8.89%	1,187	12.13%
1999	2,273	8.23%	1,619	9.26%	3,121	8.75%	2,015	10.77%	2,396	9.47%	1,644	9.98%
2000	2,795	8.41%	2,096	9.78%	3,505	8.64%	2,598	9.43%	2,932	8.80%	1,998	8.86%
2001	2,862	10.55%	2,041	12.74%	3,870	13.20%	2,710	14.10%	3,057	11.02%	2,097	13.54%
2002	3,177	8.53%	2,560	9.38%	4,376	8.62%	3,490	8.97%	3,416	8.20%	2,886	8.91%
2003	3,402	6.94%	2,974	7.03%	4,794	6.99%	4,359	7.00%	3,639	6.54%	3,139	7.26%
2004	3,151	5.59%	3,448	5.45%	4,838	5.64%	5,215	5.89%	3,583	4.72%	3,615	5.42%
2005	3,415	4.01%	3,475	4.37%	5,478	3.72%	5,413	5.02%	3,790	4.49%	3,684	4.80%
2006	3,139	3.89%	2,782	3.41%	5,209	3.61%	4,934	3.49%	3,718	3.58%	3,198	3.78%
2007	3,358	2.71%	2,771	2.71%	5,839	2.62%	5,083	2.50%	3,961	2.98%	3,266	3.25%
2008	3,424	2.37%	2,950	2.41%	5,866	1.93%	5,661	1.63%	3,983	2.59%	3,677	2.72%
2009	2,967	2.12%	1,979	2.37%	5,522	1.90%	3,580	1.82%	3,884	2.27%	2,469	1.98%
2010	2,675	1.50%	2,596	1.69%	5,739	1.46%	5,074	1.52%	4,039	2.18%	3,196	1.60%
Total	40,647	5.65%	34,406	5.99%	63,055	5.39%	53,930	5.63%	46,853	5.55%	37,704	5.98%

	County : Schoharie				**County : Schuyler**				**County : Seneca**			
	Total OBD II Stations:		39		Total OBD II Stations:		28		Total OBD II Stations:		40	
Model Year	Light Duty Vehicles Volume	% Failed	Light Duty Trucks Volume	% Failed	Light Duty Vehicles Volume	% Failed	Light Duty Trucks Volume	% Failed	Light Duty Vehicles Volume	% Failed	Light Duty Trucks Volume	% Failed
1996	235	9.36%	277	11.55%	144	4.86%	167	8.38%	289	7.96%	291	9.97%
1997	332	10.24%	347	13.83%	224	7.59%	218	11.01%	350	8.86%	377	13.00%
1998	368	11.41%	494	12.35%	305	11.80%	303	9.57%	451	12.20%	515	13.40%
1999	448	13.17%	506	9.29%	331	9.67%	348	7.47%	540	13.33%	559	10.20%
2000	518	10.23%	594	9.09%	374	8.56%	433	9.93%	721	9.99%	731	10.67%
2001	543	13.81%	520	16.92%	356	12.08%	421	12.59%	732	13.52%	674	15.88%
2002	598	10.20%	608	8.39%	412	8.01%	476	8.61%	800	11.63%	757	11.76%
2003	547	8.23%	599	8.85%	366	3.83%	467	7.28%	871	9.30%	832	7.33%
2004	443	6.32%	698	6.16%	335	6.27%	519	5.78%	819	7.33%	976	6.15%
2005	615	5.53%	682	4.99%	418	3.59%	537	5.40%	818	3.67%	1,002	5.79%
2006	508	5.12%	578	5.36%	361	2.77%	481	3.12%	810	4.20%	858	5.24%
2007	571	1.75%	575	2.43%	354	3.95%	367	1.63%	821	3.41%	799	4.63%
2008	533	2.44%	572	2.97%	391	1.28%	422	3.08%	849	4.48%	855	4.09%
2009	466	1.72%	374	0.80%	252	3.17%	193	0.00%	704	3.13%	475	3.16%
2010	342	1.46%	450	1.11%	205	1.95%	322	0.31%	675	1.78%	799	1.63%
Total	7,067	7.29%	7,874	7.38%	4,828	6.03%	5,674	6.31%	10,250	7.32%	10,500	7.64%

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate

(Based on Data Collected from 1/1/2012 to 12/31/2012)

	County : Steuben				**County : St Lawrence**				**County : Sullivan**			
	Total OBD II Stations:		120		Total OBD II Stations:		113		Total OBD II Stations:		94	
Model	Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks	
Year	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed
1996	637	9.58%	774	9.56%	492	8.94%	647	10.97%	482	12.45%	458	13.97%
1997	966	11.39%	1,128	12.50%	714	11.06%	1,079	11.77%	712	15.59%	678	14.90%
1998	1,197	9.36%	1,433	13.96%	925	10.92%	1,403	15.25%	798	11.40%	728	17.17%
1999	1,486	11.91%	1,600	9.81%	1,210	13.97%	1,546	12.16%	949	11.91%	872	14.33%
2000	1,967	11.95%	2,006	11.22%	1,723	12.19%	1,954	11.98%	1,210	11.16%	1,064	12.12%
2001	1,856	16.00%	1,820	17.14%	1,808	16.15%	1,832	19.27%	1,196	16.47%	1,048	16.32%
2002	2,033	11.46%	2,177	9.83%	2,056	11.19%	2,338	11.76%	1,236	13.83%	1,374	14.77%
2003	1,962	8.41%	2,277	10.01%	2,096	8.92%	2,510	9.48%	1,256	11.46%	1,387	10.60%
2004	2,000	6.50%	2,558	7.47%	2,117	7.37%	2,725	8.15%	1,163	8.68%	1,567	7.79%
2005	2,173	5.20%	3,009	5.55%	2,267	4.72%	2,933	5.76%	1,344	5.58%	1,562	6.27%
2006	2,080	4.13%	2,587	4.14%	2,176	5.51%	2,683	4.96%	1,183	6.09%	1,257	5.57%
2007	2,295	4.10%	2,425	3.75%	2,422	3.43%	2,738	3.29%	1,273	3.69%	1,358	4.79%
2008	2,343	2.69%	2,557	2.39%	2,466	2.51%	2,965	2.60%	1,267	3.39%	1,456	1.72%
2009	1,885	2.65%	1,322	2.34%	1,881	1.65%	1,834	1.47%	1,157	1.82%	932	2.90%
2010	1,633	1.84%	2,187	1.74%	1,721	1.74%	2,690	1.15%	1,123	1.87%	1,412	1.63%
Total	26,513	7.38%	29,860	7.49%	26,074	7.29%	31,877	7.68%	16,349	8.58%	17,153	8.72%

	County : Tioga				**County : Tompkins**				**County : Ulster**			
	Total OBD II Stations:		53		Total OBD II Stations:		76		Total OBD II Stations:		166	
Model	Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks	
Year	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed
1996	377	6.37%	411	9.98%	606	8.91%	346	11.27%	1,445	9.83%	1,009	10.70%
1997	557	9.87%	612	11.76%	837	8.60%	571	12.26%	2,092	10.18%	1,425	10.18%
1998	641	10.76%	714	10.64%	1,128	8.60%	825	12.85%	2,523	8.96%	1,912	11.61%
1999	730	9.86%	791	10.37%	1,293	10.21%	868	10.71%	3,038	10.27%	2,171	9.86%
2000	896	10.16%	990	9.70%	1,580	10.00%	1,216	10.61%	3,731	9.76%	2,595	9.60%
2001	954	12.47%	960	14.69%	1,796	12.81%	1,212	15.02%	3,833	11.06%	2,672	13.06%
2002	944	11.02%	1,214	9.06%	1,844	9.38%	1,434	9.41%	4,019	9.06%	3,226	9.18%
2003	888	7.09%	1,107	6.87%	1,871	8.12%	1,648	8.19%	4,092	6.82%	3,580	6.87%
2004	935	5.88%	1,309	6.88%	2,053	6.09%	1,852	6.21%	3,925	5.38%	4,149	5.64%
2005	1,016	3.64%	1,508	5.70%	2,207	3.81%	2,115	4.26%	4,343	4.90%	3,809	5.43%
2006	1,025	3.51%	1,204	4.07%	2,118	3.73%	1,907	4.51%	4,042	3.79%	3,526	4.03%
2007	1,057	3.12%	1,081	4.07%	2,375	2.40%	1,852	2.65%	4,270	2.65%	3,441	3.49%
2008	1,018	2.26%	1,049	2.67%	2,331	2.70%	1,863	2.58%	4,529	2.36%	3,597	2.89%
2009	781	1.79%	520	2.88%	2,076	3.08%	1,161	3.19%	4,078	2.53%	2,472	2.14%
2010	653	1.84%	712	2.67%	1,975	2.53%	1,709	1.99%	3,778	2.62%	3,456	1.94%
Total	12,472	6.47%	14,182	7.23%	26,090	6.09%	20,579	6.55%	53,738	6.18%	43,040	6.40%

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate

(Based on Data Collected from 1/1/2012 to 12/31/2012)

County : Warren
Total OBD II Stations: 67

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	348	7.18%	322	13.35%
1997	552	9.42%	453	10.60%
1998	697	9.18%	679	11.19%
1999	860	10.35%	751	8.52%
2000	1,177	9.77%	971	9.37%
2001	1,184	12.92%	1,046	13.96%
2002	1,444	9.21%	1,518	10.08%
2003	1,745	7.11%	1,752	8.28%
2004	1,762	5.16%	2,142	5.42%
2005	2,063	4.41%	2,357	4.92%
2006	2,117	4.68%	2,286	4.51%
2007	2,291	3.62%	2,429	3.29%
2008	2,442	2.17%	2,794	2.68%
2009	2,345	2.69%	2,045	3.28%
2010	2,405	1.50%	2,665	1.88%
Total	23,432	5.42%	24,210	5.67%

County : Washington
Total OBD II Stations: 60

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	336	8.33%	378	14.55%
1997	502	10.76%	550	10.55%
1998	682	12.17%	755	11.52%
1999	789	10.14%	828	9.90%
2000	949	10.22%	975	10.97%
2001	953	14.48%	1,025	15.02%
2002	1,043	11.41%	1,197	10.86%
2003	1,034	8.51%	1,346	8.62%
2004	924	6.60%	1,422	6.12%
2005	1,039	4.62%	1,315	7.15%
2006	914	5.58%	1,167	3.34%
2007	894	3.13%	1,108	3.07%
2008	837	1.91%	1,133	2.47%
2009	706	1.42%	652	2.30%
2010	620	1.13%	875	1.14%
Total	12,222	7.43%	14,726	7.44%

County : Wayne
Total OBD II Stations: 90

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	567	9.35%	591	10.32%
1997	789	9.51%	855	9.71%
1998	933	9.97%	1,120	13.66%
1999	1,312	9.45%	1,185	10.97%
2000	1,556	9.45%	1,550	10.52%
2001	1,580	12.09%	1,410	15.74%
2002	1,796	9.74%	1,750	10.34%
2003	1,877	7.30%	1,992	6.58%
2004	1,754	6.27%	2,260	5.75%
2005	1,953	4.30%	2,347	4.81%
2006	1,859	3.82%	2,098	4.43%
2007	1,954	3.63%	1,727	2.90%
2008	1,899	2.58%	1,927	2.23%
2009	1,644	1.70%	1,157	1.90%
2010	1,224	1.88%	1,523	1.44%
Total	22,697	6.30%	23,492	6.80%

County : Wyoming
Total OBD II Stations: 49

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	176	10.80%	258	12.40%
1997	274	8.76%	377	10.61%
1998	345	14.20%	472	10.38%
1999	416	12.98%	521	10.36%
2000	565	10.62%	628	12.10%
2001	530	12.64%	590	16.44%
2002	649	10.63%	781	11.40%
2003	658	9.27%	840	9.52%
2004	645	7.13%	1,004	7.27%
2005	710	3.94%	1,097	6.65%
2006	683	4.69%	1,010	4.16%
2007	778	4.24%	1,042	3.65%
2008	851	3.17%	1,153	2.95%
2009	714	1.82%	750	0.80%
2010	490	1.02%	971	1.24%
Total	8,484	6.92%	11,494	6.92%

County : Yates
Total OBD II Stations: 22

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	153	3.92%	164	7.32%
1997	207	8.70%	263	11.41%
1998	244	10.25%	342	10.82%
1999	335	10.75%	348	9.48%
2000	382	9.69%	482	7.68%
2001	387	13.18%	397	13.60%
2002	401	7.73%	449	10.47%
2003	403	7.20%	505	7.92%
2004	346	5.78%	549	6.74%
2005	438	2.74%	609	4.27%
2006	369	3.79%	574	4.18%
2007	396	2.27%	469	2.99%
2008	415	2.41%	570	1.40%
2009	286	1.05%	295	1.02%
2010	260	2.69%	481	1.25%
Total	5,022	6.13%	6,497	6.28%

APPENDIX E

Procedure to Sort the DMV Registration File and Matching of Emissions Inspections - I/M Program Evaluation

1. Obtain a statewide registration database from the NYS DMV (March 8, 2013).
2. Delete registration records associated with "duplicate" VINs to ensure only unique VINs.
3. Delete registration records for vehicles exempt from emissions testing based on registration type code (Appendix E). Delete registration records for those vehicles with a VIN containing less than 17 digits.
4. Delete registration records for those vehicles registered as diesel, electric, "Other," and blank fuel types.
5. Delete registration records for vehicles exempt from emissions testing due to model year. For purposes of this evaluation, remove from consideration the 3 newest MYs using the calendar year of the registration query. For example, given the March 2013 registration run, ignore the 2011, 2012, and 2013 model years. Also remove from consideration vehicles older than 25 model years old. Considering a March 2013 registration query, ignore vehicles with a model year of 1987 and older.
6. Delete the registration records for vehicles with a registered weight (actually seating capacity) from "11" - "100", inclusive. This will remove buses with a seating capacity greater than 11 that are inspected by the NYSDOT.
7. Sort the remaining registration records into two tables, Upstate (53 counties) and NYMA (9 counties) using the registration "county code."
8. Remove the registration records for exempt vehicles with a registered weight over 18,000 lbs.
9. The resulting tables represent those vehicles subject to either NYVIP emissions testing based on registration data.
10. Obtain all NYVIP emissions inspections completed during roughly the prior 15 months to 2 months after the registration query (actual dates: January 1, 2012 to May 11, 2013).
11. Using the unique VINs from the screened Upstate and NYMA registration tables, search the statewide NYVIP inspection database to "find" a passing emissions test (initial or re-inspection) based on a pass value ("P") as reported within the "Initial Emission Inspection Results" field.
12. Tabulate and graph the inspection vs. registration compliance percentages by model year for each I/M area. Use the registration file for both vehicle MY and I/M area.
13. Registration codes 77 and 88 (state or political subdivisions) removed from DMV reg file.
14. Weight greater than 10,000 lbs. in DMV reg file, where corresponding vehicle weight code change equals "4" in DEC NYVIP database, removed from DMV reg file.
15. 606 TLC taxis added to DEC file.

APPENDIX F
REGISTRATION TYPE CODES

	NYVIP Exempt		Diesel Exempt	
01		VPL		VAN POOL
02		WUG		WORLD UNIVERSITY GAMES
03		JWV		JEWISH WAR VETERANS
04		MCL		MARINE CORP LEAGUE
05		CLG		COUNTY LEGISLATORS
06		CBS		COUNTY BOARD OF LEGISLATORS
07		PPH		PURPLE HEART
08		EDU		EDUCATOR
10		LOC	Y	LOCOMOTIVE **Exempt from Diesel Inspection**
11		SRF		SPECIAL PASSENGER
12		SRN		SPECIAL PASSENGER (Judges/Officials)
13		GSC		GOVERNOR'S SECOND CAR
14		NYS		NEW YORK SENATE
15		NYA		NEW YORK ASSEMBLY
16		PAS		PASSENGER OR SUBURBAN (Regular)
17		USC		US CONGRESS
18		USS		US SENATE
19	Y	SCL	Y	SCHOOL CAR **Exempt, inspected by DOT**
20		HIR		HEARSE COACH (Hearse or Hearse Invalid Regular)
21	Y	HIS	Y	HISTORICAL **No emissions inspection**
22		HIF		SPECIAL REG. HEARSE
23	Y	HSM	Y	HISTORICAL MOTORCYCLE **No emissions inspection**
24	Y	LUA	Y	LIMITED USE AUTOMOBILE **Exempt - Includes Low Speed Vehicles**
25		JCA		COURT OF APPEALS
26	Y	SPC	Y	SPECIAL PURPOSE COMMERCIAL **No inspection required**
27		NYC		NEW YORK COUNCIL
28		JSC		SUPREME COURT (ADJ)
29		MED		MEDICAL DOCTOR
30		JCL		COURT OF CLAIMS
31		GAC		GOVERNOR'S ADDITIONAL CAR
32		CMH		CONGRESSIONAL MEDAL-OF-HONOR
33		SUP		SUPREME COURT JUSTICE
34		CCK		COUNTY CLERK
35	Y	ATV	Y	ALL TERRAIN VEHICLE **No inspection required**
36	Y	MOT	Y	MOTORCYCLE A **No emissions inspection**
37	Y	LMA	Y	LIMITED USE MOTORCYCLE-TYPE **No emissions inspection**
38	Y	LMB	Y	LIMITED USE MOTORCYCLE-TYPE B **No emissions inspection**
39	Y	LMC	Y	LIMITED USE MOTORCYCLE-TYPE C **No emissions inspection**
40		ARG		AIR NATIONAL GUARD
41		AYG		ARMY NATIONAL GUARD

90	Y	BOT	MOTORBOATS	**No inspection required**
93	Y	-	SNOWMOBILES	**No inspection required**

NOTES:

Busses and other vehicles inspected by DOT do not require any inspection under this program, no matter what type of fuel. DOT only performs emissions inspection on Diesel vehicles, no gas emissions inspections

Reg Classes 77 & 88 both include some Special Purpose Commercial vehicles that are exempt from any inspection.

Appendix G

Procedure for Counting Vehicles With Unknown Final Outcome (Regardless of Reason)

1. For the period of January 1, 2012 to December 31, 2012, query the NYVIP inspection database for all OBDII ("B") or low enhanced ("L") emissions inspections. For each emissions-related VIN, arrange all inspections in reverse order, so that the chronological "last" inspection appears first.

2. If the last inspection for any given VIN, either passes ("P") an emissions inspection or receives a repair expenditure waiver (OBDII only), the subject VIN has a documented known final outcome.

3. If the last inspection for any given VIN has a failed ("F") emissions test result, an additional search is made up to March 31, 2013 in an attempt to locate either a passing emission inspection or an emissions-related repair expenditure waiver. This additional search is to account for emission inspections occurring in the latter part of CY 2012.

   * Note that prior to the "last" inspection, there could actually be one or more prior "passing" emissions inspections in CY 2012. This procedure does not account for these passing inspections. As an example, a MY1996 vehicle could pass the NYVIP OBDII inspection in March 2012. The vehicle is then privately sold, and subsequently fails an OBDII inspection in August 2012. The owner does not wish to repair the vehicle and it is subsequently salvaged. After a search up to March 31, 2013, this procedure would report this vehicle (VIN) as having no known final outcome – even though the vehicle received a passing NYVIP OBDII inspection in CY 2012. As such, New York believes this procedure is generally conservative in its approach in the reporting of "no known final outcome" with the Test Data Report requirements under §51.366(vi).

4. For reporting purposes, this procedure uses the recorded I/M area from the "last" inspection record. The results of this procedure are reported separately by I/M area and emissions test type within Table II.B.2.

APPENDIX H
STICKER COMPLIANCE SURVEY
Statewide, Calendar Year 2012

Year	Vehicles surveyed per quarter				Total	No Sticker				Improper Sticker				Sticker Expired 30 days or Less				Sticker Expired 31-60 Days				Sticker Expired Over 60 Days				Total No.	Percent of Non-Compliance			
	1	2	3	4	Vehicles	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	Expired Stickers	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
2011	2536	2536	2536	2536	10144	1	8	5	5	1	0	0	2	22	38	42	38	19	9	10	18	21	17	22	36		2.52%	2.84%	3.12%	3.90%
Totals						19				3				140				56				96				314	3.10%			
2012	2536	2536	2536	2536	10144	1	1	2	2	0	2	0	0	24	40	44	41	13	12	16	19	10	19	37	38		1.89%	2.92%	3.90%	3.94%
Totals						6				2				149				60				104				321	3.16%			

APPENDIX I

Enforcement Press Releases/NYVIP Station Message #80

Outdoor Activities
Animals, Plants, Aquatic Life
Chemical and Pollution Control
Energy and Climate
Lands and Waters
Education
Permits and Licenses
Public Involvement and News
News
Press Releases
DEC Fines Inspection Stations in the Bronx for Fraudulent Motor Vehicle Emissions Inspections
Regulations and Enforcement
Publications, Forms, Maps
About DEC

For Release: Monday, March 5, 2012

DEC Fines Inspection Stations in the Bronx for Fraudulent Motor Vehicle Emissions Inspections

Multi-Agency Enforcement Efforts Continue to Curtail Fraudulent Emissions Inspections

Contact for this Page

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This Page Covers

Region 2
New York City

Serving the following Boroughs:
Brooklyn
Bronx
Manhattan
Queens
Staten Island

The New York State Department of Environmental Conservation announced today that it has assessed penalties totaling $930,000 on two inspection stations in the Bronx for conducting fraudulent motor vehicle emissions inspections.

Manuel R. Inoa and Ramon B. Reyes, certified inspectors at AMI Auto Sales and Gurabo Auto Sales, used electronic simulators to falsify 5,372 state emissions inspections over a two-year period, which is a violation of DEC's motor vehicle emission inspection regulations under 6 NYCRR Part 217.

"These inspectors knowingly completed more than 5,000 fraudulent inspections, jeopardizing human health and the environment," said DEC Commissioner Joe Martens. "Poorly maintained or malfunctioning emissions control systems on motor

vehicles contribute to emissions that can impair respiratory health. A multi-agency effort to thwart these practices brought this fraudulent activity to light."

In addition to fines imposed by DEC, the New York State Department of Motor Vehicles imposed fines totaling $50,400 and revoked the station and inspector licenses.

"These multi-agency efforts to combat inspection fraud are critical to protect the air we breathe and the consumers who did not receive the inspections they paid for," said New York State Department of Motor Vehicles Commissioner Barbara J. Fiala. "These cooperative efforts have proved invaluable and DMV will continue to work with DEC and the Attorney General to ensure the public is protected."

The New York Vehicle Inspection Program (NYVIP) requires annual onboard diagnostic (OBDII) emissions inspections for most model year 1996 and newer light duty vehicles. During an OBDII inspection, certified inspectors must physically connect the state-approved inspection equipment to a standardized connector located in the vehicle being inspected. The investigation into AMI, Gurabo and others revealed the inspectors connected the NYVIP equipment to an electronic simulator instead of the vehicle of record. Staff from DEC was able to identify the "electronic signature" of the simulator using data collected during the inspection. Staff also demonstrated that the inspections were not representative of actual vehicles.

The investigation by DEC, DMV and the Office of Attorney General into the use of simulators in the New York City area began in 2009 and resulted in arrests at Mobile Diagnostics Auto Services in the Bronx and citations at 40 other facilities in early 2010. A similar joint DEC-DMV-OAG enforcement initiative was completed in 2011 where four inspectors were arrested for completing "clean scans," a fraudulent practice that involves

substituting a vehicle in order to pass an inspection.

For more information on the NYS Motor Vehicle Inspection and Maintenance Programs, visit DEC's website.

NYVIP MESSAGE No. 80

DATE: **04/02/2012**

TO: **ALL INSPECTION STATIONS**

FROM: **NYS DEPT. OF MOTOR VEHICLES**

SUBJECT: **INSPECTION PROGRAM ENFORCEMENT EFFORTS**

For your information, attached below is a press release issued by DEC on Monday, March 5, 2012.

DEC Fines Inspection Stations in the Bronx for Fraudulent Motor Vehicle Emissions Inspections

Multi-Agency Enforcement Efforts Continue to Curtail Fraudulent Emissions Inspections

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enforcement initiative was completed in 2011 where four inspectors were arrested for completing "clean scans," a fraudulent practice that involves substituting a vehicle in order to pass an inspection.

For more information on the NYS Motor Vehicle Inspection and Maintenance Programs, visit DEC's website.

A.G. Schneiderman Arrests Four Motor Vehicle Inspectors For Faking Thousands Of Inspections & Passing Untested Cars In NYC [1]

A.G. Schneiderman Arrests Four Motor Vehicle Inspectors For Faking Thousands Of Inspections & Passing Untested Cars In NYC

Undercover Investigation Reveals Employees At Four Of NYC's Busiest Inspection Stations Okayed Cars Without Conducting Mandatory Safety Reviews

Laws Flouted To Certify Cars That Would Fail, Weren't Even Present For Test

NEW YORK – New York Attorney General Eric T. Schneiderman today announced the arrests of four New York City motor vehicle inspectors who issued more than 7,000 fraudulent inspection certificates to untested vehicles. Each defendant was charged with numerous felony counts for violations of New York State Vehicle and Traffic Law, Penal Law and Environmental Law, which could carry millions of dollars in fines and years in prison.

"These individuals were trusted to perform state-required inspections that keep unsafe cars off th road, but instead they took advantage of their expertise to cheat the system," **Attorney General Schneiderman** said. "My office has zero tolerance for misconduct that puts New Yorkers at risk, and will continue to hold accountable those who commit these crimes."

New York State Department of Motor Vehicles Commissioner Barbara J. Fiala said, "When businesses are authorized to conduct vehicle inspections, it is our expectation that those businesses will perform the inspection as required by the Vehicle and Traffic Safety Law and only issue inspection stickers to those vehicles that qualify as safe and operate within Federal emissio standards."

New York State Department Of Environmental Conservation Commissioner Joe Martens said, "One of DEC's major priorities is to protect and promote New York's air quality. As part of this effort, our Division of Law Enforcement has worked closely with other agencies to crack dowr on vehicle pollution in urban settings to prevent harmful emissions from impacting communities. Attempts to threaten vehicle inspection and maintenance processes can have unsafe and environmentally hazardous consequences and simply cannot be tolerated. DEC will continue to work with the Attorney General and all our partners to enforce the state's emissions inspection

criteria and to ensure all environmental protections are enforced."

Every motor vehicle registered in New York State must be inspected annually for safety and appropriate emissions compliance. The defendants were employed at four of New York City's busiest Department of Motor Vehicle (DMV)-licensed inspection stations, which are legally required to use DMV-regulated equipment and follow standard procedures to conduct inspections

According to the complaints, the defendants bypassed these procedures by performing "clean scans," a fraudulent process that substitutes data from a secondary vehicle. The inspector first entered the identification number, model information and license plate number for the vehicle in need of certification. The inspector then connected the DMV computer to a secondary vehicle, an used its data to "pass" the safety and emissions tests for the vehicle in need of certification. A fraudulent inspection certificate was issued for the untested vehicle, which would potentially have failed an inspection or was not even present.

The complaint indicates that the defendants charged additional fees for "clean scans." Motor vehicle inspections are set at $37, but the "clean scans" brought in anywhere from $60 to $100, more than twice the legally authorized amount.

The Attorney General's office along with the DMV and Department of Environmental Conservatio (DEC) conducted an undercover operation at the four stations. An undercover investigator took a vehicle that was rigged to fail a legitimate motor vehicle inspection to each station, and each station provided passing inspection results to the vehicle even though the inspectors performed minimal or no actual inspection on it.

The following individuals will be charged today:

- Arnulfo Echavarria, 61, of New York, a licensed DMV inspector and owner of GT Enterprise Auto Repair Shop ("G.T. Enterprises"), a licensed New York State motor vehicle inspection station located at 3644 Jerome Avenue, Bronx;
- Wil Ramon Manzueta, 21, of Bronx, a licensed DMV inspector and employee of All Prestige Muffler Inc. ("All Prestige"), a licensed New York State motor vehicle inspection station located at 1705 Jerome Avenue, Bronx;
- Reynaldo A. Medina, 41, of New York, a licensed inspector at A.R. Tire Center & Services ("A.R. Tire"), a licensed New York State motor vehicle inspection station located at 2895 Jerome Avenue, Bronx; and
- Cirilo Ventura, 45, of New York, a licensed DMV inspector and employee of 1995 First Avenue Station Inc. ("First Avenue Station"), a licensed New York State motor vehicle inspection station located at 1851 Park Avenue, New York.

The defendants are all being charged with Criminal Possession of a Forged Instrument in the Second Degree, a class D felony that carries a maximum sentence of 2 1/3 to 7 years in prison. Other charges include Issuing a False Certificate, a class E felony carrying a maximum sentence of 1 1/3 to 4 years in jail, and Illegal Issuance of an Emission Certificate of Inspection, an unclassified misdemeanor that carries a fine of $15,000 per count, which could subject defendant to millions of dollars in fines if they were to be convicted of all counts.

Flouting these state requirements allows thousands of substandard vehicles to remain on New York roads, leading to increased safety risks for drivers and the significant degradation of New York's air quality. Stations that utilize "clean scans" also gain an unfair advantage over law-abidin facilities by substantially decreasing both the amount of time and the supply of skilled workers

needed to conduct vehicle inspections.

The case is being prosecuted by Assistant Attorney General Jason P. Garelick of the Environmental Crimes Unit under the supervision of Deputy Bureau Chief for Criminal Prosecutions Stephanie Swenton, Bureau Chief Gail Heatherly, and Executive Deputy Attorney General for Criminal Justice Nancy Hoppock.

The investigation was conducted by Environmental Conservation Investigator Kevin Gilmartin of DEC, Division of Law Enforcement, Bureau of Environmental Crimes Investigation, under the supervision of Lieutenants John Fitzpatrick and Francisco Lopez, Captain Joseph Schneider, and Major Scott Florence, along with Investigator Sal Ventola of the New York State Office of the Attorney General, under the supervision of Deputy Chief Investigator John McManus. Assisting in the investigation for DMV were Senior Automotive Facility Inspector Gary Della Torre, Automotive Facility Inspectors Daryl Robertucci, Vito Vitulli, Kevin Sola, Tim Osterhout, Technical Services and John Irving, Director of Clean Air and Technical Services.

The Attorney General recognizes the diligent work of the DEC and DMV staff with whose cooperation the case developed, particularly James Clyne, DEC, Chief, In-Use Programs Section Division of Air Resources and Chris Ayers, DMV, Director of Vehicle Safety Field Services.

The charges are merely accusations and all defendants are presumed innocent unless and until proven guilty in a court of law.

APPENDIX J

NYVIP Station Messages #81 and #93

NYVIP MESSAGE No. 81

DATE: **6/5/2012**

TO: **NYVIP INSPECTION STATIONS**

FROM: **NYS DEPT. OF MOTOR VEHICLES**

SUBJECT: **REPLACEMENT OF NYVIP EQUIPMENT**

The DMV contract with SGS Testcom for the NYVIP program will terminate on November 30, 2013. On March 30, 2012, DMV released a Request for Proposal (RFP) to solicit bids for a replacement to our NYVIP safety and emissions inspection program. The next program will be called NYVIP2. NYVIP2 will require that inspection stations purchase a new computerized vehicle inspection system (CVIS). The initial purchase price for a basic NYVIP2 CVIS unit will not exceed $1700.

This message is being provided to ensure that you are fully informed when making business decisions that may include adding additional NYVIP equipment under the current contract and to help in planning your budget for 2013. Additional information will be distributed to you as it becomes available.

NYVIP MESSAGE No. 93

DATE: 3/12/2013

TO: ALL EMISSIONS INSPECTION STATIONS

FROM: NYS DEPT. OF MOTOR VEHICLES

SUBJECT: IMPLEMENTATION OF NEW NYVIP CONTRACT

This communication is to inform you of upcoming changes to the New York Vehicle Inspection Program (NYVIP) and requirements to participate as an emissions station.

The current inspection program (NYVIP) officially began on December 1st, 2004 and has been continuously in effect for over eight (8) years now. This program is managed under contract for DMV by SGS Testcom. The contract with SGS Testcom will terminate this year on November 30th.

Preparations for a replacement program began on March 30, 2012, when DMV released a Request for Proposal (RFP) to solicit bids for a replacement of the existing program and systems which include both safety and emissions inspection program management. A total of five (5) vendors submitted bids for managing the next program which will be called NYVIP2. After bid evaluation and subsequent approval by the Office of the State Comptroller (OSC), the contract was awarded to Systech International, LLC.

Beginning on December 1, 2013, Systech will be the new program manager for NYVIP2.

As you were advised in NYVIP Message No. 81 on June 5, 2012, the new program will require that inspection stations purchase a new computerized vehicle inspection system (CVIS). The purchase price of a new NYVIP2 CVIS intitial unit will be $1,375.00, which is $289.00 less than a base unit at the beginning of the current NYVIP program in 2004.

Most components of NYVIP2 station equipment and operations will remain familiar to all existing stations. However, NYVIP2 equipment and software will include upgrades that will allow both the inspection stations and DMV to better serve their customers as well as reduce the costs of operating a New York State Official Inspection Station.

Systech's NYVIP2 website and HelpDesk contact information will be made available soon. At that time, Systech will offer Station Participation Agreement packages to all existing inspection stations on their website. Instructions will be provided for how and when you need to reply. It is extremely important that you respond in a timely manner.

Below are frequently asked questions (FAQ's) that will help you better understand any changes. Please understand that being an emissions inspection station is voluntary, however, to continue to be an emissions inspection station you are required to participate in NYVIP2 just as you were required to participate in NYVIP. This information is being provided to ensure that you are fully informed when making business decisions and/or renewing your New York State Official Inspection Station license.

Again, the Systech NYVIP2 Website and HelpDesk contact information will become available soon and will be provided to all existing stations. We are providing you this information without delay as we continue preparations to smoothly deliver the new program to all stations that wish to continue to participate.

Additional information including contact information for Systech and their web address will be provided to you as soon as it becomes available.

1. What is NYVIP2?

NYVIP2 is the vehicle inspection program that will replace the current vehicle emissions inspection program known as NYVIP (New York Vehicle Inspection Program). Emissions testing is required as part of New York State's agreement with the EPA to comply with the Federal Clean Air Act.

Similar to NYVIP, the NYVIP2 work station will electronically communicate with the on-board diagnostic (OBD) system of vehicles, record the status of the vehicles emission system, and transmit the data to DMV via the program contractor.

2. Do I have to purchase NYVIP2 equipment?

Yes, in order to continue participating in the voluntary inspection program, inspection stations will be required to purchase the new computerized vehicle inspection system (CVIS). The new equipment will accommodate the changes incorporated into the NYVIP2 program and allow for improvements in the operating platform for future changes to the program.

3. What costs are associated with the NYVIP2 program?

a) Initial CVIS unit – Systech will provide one NYVIP2 initial unit to each station for $1,375(which is $289 less than the base unit cost at the beginning of the program in 2004). The base unit includes all equipment and software necessary to perform inspections. Leasing is available together with additional options.

b) Transaction fees – Stations will continue to pay the Contractor for each inspection conducted. The current contract requires a "per call" fee. The current charge is $0.398 cents per call for a total of $0.796 cents for most inspections. This has been simplified in NYVIP2. Systech will charge one transaction fee, per inspection, of $0.436 cents. (See #17 below) Stations will pre-pay transaction fees in minimal blocks of 20 ($8.72). Therefore, with the implementation of the new contract, the average station will realize an annual transaction fee cost reduction of approximately 38%.

c) CVIS Connection to Systech-- Inspection stations must provide a NYVIP2 CVIS communications connection and are responsible for any related charges. If you choose to connect to Systech by direct-dial telephone via a dedicated phone line, you may incur telephone related charges from your telephone company. **It is highly recommended that stations save the cost of the dedicated phone line and use a broadband connection** (wired or wireless). Almost 40% of all stations are currently connecting via broadband. Many more stations already have broadband in the building. (See #14 below) Broadband connections can be shared with your regular business network and will also make the inspection go faster!

4. When will I need to use the new inspection equipment?

You will continue to use the inspection equipment you currently have until notified otherwise. Systech will provide station participation agreements before the NYVIP2 start date; you must have the NYVIP2 equipment operational in order to continue to perform inspections after the official start date.

5. What equipment does the base NYVIP2 include?

- Dell PC

- HP 19" monitor
- Web Camera
- Xenon Barcode Scanner
- OBDII interface (data acquisition device)
- Okidata Printer

6. What do I do with my old equipment?

The equipment belongs to you and can be disposed of (recycled) or reused elsewhere as you like. However, other than the storage cabinet, NYVIP equipment CANNOT be used in connection with the NYVIP2 program.

The current (CVIS) NYVIP electronic components contain hazardous elements and compounds, including lead, mercury, and cadmium, which can be toxic if released into the environment. Electronic waste CANNOT be thrown out in your garbage. Electronic waste is often hazardous waste. When it is properly recycled, most electronic waste is exempt from hazardous waste regulation. Regulations for handling of electronic waste are available from your local government and can be found at: http://www.dec.ny.gov/chemical/8788.html. Systech will offer a service to remove and recycle the old NYVIP units as an option.

7. Does the new equipment include a warranty?

Yes. The NYVIP2 equipment is covered under warranty against defects and failures due to normal wear and tear for the seven (7) years of the contract There is no additional cost for the warranty, the warranty cost for an initial unit is included in the "transaction" fee. The warranty does not cover defects caused by customer abuse.

8. How does the new equipment operate?

The NYVIP2 workstation will basically follow the same operational procedures that the current system uses. A certified inspector will enter vehicle information and safety inspection results. The workstation will then guide the inspector to perform the proper emission test and record the results. The NYVIP2 unit will offer Computer Based Training (CBT) to instruct inspectors how to use it.

9. How do I set up the equipment?

The NYVIP2 CVIS will be drop shipped with setup instructions. Operating software will be preinstalled and peripherals will be plug-and-play. A dedicated help desk will be available to assist users by phone. Systech field service representatives will be available for an onsite visit if necessary.

10. Do I have to sign any contracts with Systech?

Yes, like your NYVIP agreement with Testcom, if you want to participate in this program, you will be required to enter into a station participation agreement with Systech. This agreement will be posted on Systech's NYVIP2 website once the website is operational.

11. What type of vehicles can I inspect in the NYVIP2 Program?

You will be limited to inspect those groups of vehicles that you are currently licensed to inspect.

12. Do I have to obtain a new inspector's card or certification?

No. You will continue to use the inspector's card you have now.

13. What are my communications options for NYVIP2?

The NYVIP2 CVIS will support three (3) different types of connections. You can choose to use broadband (wired and wireless), dial-up, or dial-up internet. This gives you the flexibility to choose an option that best fits your business needs.

Most inspection facilities already have a broadband (Internet) network in their building that can be shared with the NYVIP2 unit. Longstanding regulations (NYCRR 79.9 (d)(2)(vii)) require that, if you use a telephone line it must be a dedicated line (It cannot be used for a fax machine, credit card machine , as a voice line, etc.). Therefore, you are encouraged to use broadband to eliminate the costs for the dedicated line. NYVIP2 will also include a wireless option to make using broadband even more effective. Systech can provide more information and discuss these options with you.

14. What optional equipment or upgrades may be available?

Systech has proposed the following options which, pending DMV testing and approval, will be available to stations.

- Professional Cabinet
- Diesel Opacity meter (after DEC certification)
- Wi-Fi Communication Card for in-station wireless LAN
- Wireless OBD
- Wireless Barcode Scanner
- Large monitor replacement
- Bluetooth Wireless Headset for hands-free safety inspection
- OBD Verification Tester

The wireless optional equipment provides greater freedom of equipment location, and faster data entry methods with fewer mistakes.

15. What improvements will be included in NYVIP2?

- NYVIP2 reduces inspection-related fees for businesses. An average inspection station will realize a savings of $845.00 over the seven years of the contract.
- NYVIP2 will support automated bill payment.
- The CVIS will allow access to Systech, DMV, DEC, and other selected websites.
- This contract will include improved service for emissions-related problems. Systech will maintain a dedicated help desk for inspection stations and motorists to help with OBD related issues or problems.
- System software updates will be done electronically in the background and there will be no need to load CD's for updates.

16. How long is the contract with Systech?

The Contract with Systech will become effective on 12/1/2013 and will continue for a period of seven (7) years, and includes a renewal option for up to 2 additional years.

17. Can I purchase more than one NYVIP2 workstation?

Yes. However, additional CVIS units are priced and warranted differently than initial units. Additional information will be made available in the near future.

18. When can I place my order for the equipment?

Arrangements are currently being made to prepare for all initial NYVIP2 orders. You will be notified through an existing NYVIP CVIS message and the NYVIP2 website.

19. Will there be a change in inspection fees?

No. Inspection fees, which are set in regulation, and sticker fees, which are set in law, are not affected by this contract.

20. What happens next? What if I have questions?

DMV will follow up this communication with contact information for Systech including help desk numbers and website addresses. This information will be sent to stations, owners, and trade associations via the current NYVIP system. Please be on the look out for NYVIP2 updates.